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WAR ON BANDITS

ARMOURD CARS IN BATTLE

TROOPS SUCCEED.

Hundreds of bandits were summarily executed when one of the several punitive expeditions, sent by the Canton Government, succeeded in capturing the last stronghold of a gang which had been playing havoc in the Luichow district for many years, after heavy fighting which lasted for two days.

The troops, having once crossed the bridge which led to the camp, showed no quarter and very few of the bandits escaped with their lives.

The 11th Division had previously broken up a stronghold in the Luichow district, and then followed the bandits to the camp, numbering about a thousand, which was preparing to make its last stand at Chu-man.

Preliminary skirmishes were always repulsed and operations on a successful scale had to be delayed until more troops and further ammunition arrived. In the meantime, automobiles were converted into armoured cars and machine-guns of all sizes and descriptions were improved.

When everything was ready, a general attack was made but the bandits, who had dug themselves in about a mile from the bridge which led to their stronghold, put up a fierce resistance, and both sides suffered heavy losses. When the bandits were forced to retire, they left about one hundred dead on the field.

The bridge having been gained, the stronghold was surrounded and attempts by the bandits to break through the cordon were effectively resisted. On the second day, after fighting for three hours, the troops failed to pierce the defences and the armoured cars, etc., were called into operation. The objective was finally carried, though not without loss of life.

Over two hundred captives, both male and female, were released, and one hundred and sixty buffaloes, forty horses, and large quantities of agricultural implements and arms and ammunition were seized by the troops.

All previous efforts to dislodge this gang had proved futile, the usual result of expeditions led against them being the disarming of the soldiers.

It is reported that the country-folk in the Luichow district are reconstructing villages sacked in bandit raids.

THE PEI TAI MOUNTAIN GROUP.
The Second Army has not met with equal success against the bandits under the Kuan-chang in the Pei Tai Mountains. The several strongholds in the fastnesses of the hills have proved an obstacle which infantry have been unable to overcome and so far the aeroplanes which have been asked for have not yet been put into operation.

The bandits are at least three thousand strong, well armed, and operations lasting over a month have done little to disturb their equilibrium.

The report of one of the military officers engaged in the ousting of the bandits reads rather curiously. He says: "This morning, a general attack was made upon the bandits. We fired more than ten shells from the cannons and launched bayonet charges. Forty officers and men were killed, but the bandits are still undefeated. We hope you will send the aeroplanes to co-operate with the infantry."

It is reported from another source that a group of bandits in the region of Wu Cheuk, Ho Kok and Yu Yuen, numbering nearly a thousand well-armed men, intend to go to the assistance of the Kuan-chang's men.

SANITARY BOARD ELECTION.

NEW BALLOT TO BE HELD.

AT CITY HALL.

Last Monday's election for the choice of a member of the Sanitary Board to fill the vacancy caused by the retirement of Mr. C. G. Alabaster has been declared void, and a new election is to take place on the 26th instant. So much is revealed by an official intimation in the *Government Gazette*.

The fresh election is to take place at the City Hall and a period of three hours will be given for the registration of votes—namely, from 4 p.m. to 7 p.m. The candidates will be the same as at the last election.—Dr. S. C. Ho and Dr. F. M. G. Ozorio.

It will be recalled that at Monday's election the accommodation for voters was totally inadequate, owing to the election taking place in a small office at the Registrar's Office in the Supreme Court, whilst the staff on duty was far too small to cope with the large number of voters present. Moreover, only an hour and a half was allowed for electors to register their votes, and the consequence was that when the poll was closed there were still some hundreds of voters present who had not been able to exercise the franchise. The result was, however, declared a win for Dr. Ho, with 220 votes against his opponent's 158.

Both candidates later expressed their dissatisfaction at the arrangements made for voters, and an appeal was lodged on behalf of Dr. Ozorio, whilst Press comments urged the necessity of a fresh election.

The decision to hold another ballot will be generally approved, whilst the extension of the hours and the fixing of another venue should prevent a repetition of last Monday's fiasco.

JUNK LOST.

THREE OF CREW MISSING.

Recently four junks were being towed from Shauiwan to Bias Bay by a launch, when, owing to rough weather, they cast off. Subsequently one was found to be missing, and information is now to hand that it became water-logged and sank. Two of the crew have been rescued, but the fate of the captain and two others is still unknown.

It appears that the junk was heavily laden, and sank when it became water-logged. Two junks were adrift in the sea for two hours, and kept themselves afloat by clinging to a basket, after which they were picked up by a small boat which took them to Leung Sha Wan, where the other three junks were at anchor.

ANGLO-FRENCH DEBT.

CONVERSATIONS AGAIN POSTPONED.

Rugby, April 16.
It was anticipated that M. Raoul Peret the French Finance Minister, would visit London this week-end to discuss with the Chancellor of the Exchequer the points outstanding in the French debt settlement to Great Britain. The Chancellor, who is to make his annual Budget speech in Parliament on April 25th, desired to be in a position to incorporate in this statement specific references to this settlement. Unfortunately, a further deferment of the conversations has now been requested from Paris.—*British Wireless*.

THE EMIGRANT.

HONGKONG AS CLEARING HOUSE.

FACTS & FICTION.

In many things connected with shipping and commerce, Hongkong's leading position amongst world-ports is generally realised; but how often has a thought been bestowed to a study of the fact, if less ostensibly displayed, that it is also a point through which most of the labour supply from China passes?

Figures available show that within the year 1925, no fewer than 180,000 emigrants passed through the port, add to this the number indentured for since the beginning of the present year, and the fact is made apparent that the economic situation through which the Colony is passing,—whatever results it may have exercised in other directions,—has had not the slightest effect on the supply of Chinese labour from the interior for which Hongkong serves as the port of embarkation. On the contrary, the conditions brought about by the boycott and state of disorder at one end and by the steady demand for Chinese labour at the other, there has been a marked increase in the number of emigrants.

There is no detention station in Hongkong in the sense of that at Ellis Island on the Atlantic side of the American seaboard. There is no ban against the immigrant from China except the ordinary safeguards from the viewpoint of the conservation of law and order. If there is "moral turpitude" it is not a detail so generally apparent in the emigrants who have passed through the hands of the authorities here as to have called for any special set of rules and regulations of conduct. Enquiries by a *Telegraph* reporter show that all that is required of these workers is the will to work and work honestly. For the rest, the Secretariat for Chinese Affairs, which has control of emigration, makes out for each man a certificate of identification, and wishes him the best of luck. At least we should like to think that such a wish were given, if merely unofficially, for, at their best, the conditions of employment are arduous, and the labourer has need of some measure of comfort.

It will be appropriate at this stage to dispel a popular notion, which has very little foundation, in fact, to dispel a popular notion, which meets the poor hard-working emigrant at the end of his trip. Too often he is likened to the popular fiction character, who, at the end of many years' unremitting toil, accumulates his pile, and returns to live happily ever afterwards with wife, concubines, and children in his native village. It would be gratifying to think that this was the usual ending, but the facts are otherwise. Our representative asked his informant whether, in his long experience of local emigrant conditions, he had come into contact with an emigrant who went away without a cent.

He replied that he had not, but that he had seen many who had.

He said that he had seen many who had, but that he had seen many who had not.

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KUOMINCHUN ARMY'S RETREAT.

ALLIES ENTERING PEKING TO-DAY.

TUAN CHI-JUI'S MANDATE.

Peking, April 16.
The Kuominchun Nationalist Armies, after evacuating Peking, have reached Nankow Pass, leaving only a few stragglers, but no guns or supplies.

The retreat was followed by heavy fighting. Rain increased the difficulties of the withdrawal, which marked the second stage of the Allied Chinese Generals' campaign.

Tuan Chi-jui will issue a Mandate to-morrow saying that he is impelled to resume the responsibilities of Chief Executive pending the reconstruction of the Administration, with which he will not interfere, and stating his readiness to retire immediately a responsible head of the Government is elected.

The Allied Generals are expected in Peking to-morrow to confer regarding the general situation. Marshal Chang Tso-lin has not yet entered Peking, which remains quiet.—*Reuter*.

WELL-ORGANISED EVACUATION.
Peking April 16.
Contrary to the general fear, the Fengtien troops have up to the present made no attempt to enter the city, where complete order is being maintained. The main body of Fengtien troops is said to be remaining at Tungchow, but one regiment was located outside of Yungtingmen early this morning, and Fengtien cavalry detachments are patrolling the neighbourhood rounding up Kuominchun stragglers, a party of whom was captured this morning near Paomachang.

As a result of excellent staff work, virtually the whole of the Kuominchun had evacuated for Kalgan by four o'clock this morning. General Tang Chi-tao, the Commander of the Ninth Division, is acting as Garrison Commander with one Brigade inside and one Brigade out side, which General Wang Shi-chen's Committee of Safety controls most effectively.—*Reuter*.

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PEAK TRAMS.

NEW CARS COMING SHORTLY.

BETTER SERVICE.

Although it will take a month or two before the various improvements to the Peak Tramway Service are completed, the work is sufficiently advanced to allow much interesting information to be given.

We have previously reported the decision to place larger and better cars on the track, and we are now able to announce that the first of these is due in Hongkong very shortly. In designing the new trams, special attention has been paid to the provision of doors which will allow speedy ingress and exit, and it will be possible to save much time under the new arrangements. The new cars will differ from the old inasmuch that they will be enclosed for practically the whole length, and while passengers are leaving from one entrance, others will be enabled to enter from the other. It is anticipated that this will render it possible to augment the present time-table during rush hours.

Although the new cars will accommodate 55 passengers against the present type, the conversion has been carried out being maintained. The main body of Fengtien troops is said to be remaining at Tungchow, but one regiment was located outside of Yungtingmen early this morning, and Fengtien cavalry detachments are patrolling the neighbourhood rounding up Kuominchun stragglers, a party of whom was captured this morning near Paomachang.

For some time past, Mr. L. G. Scott, the Company's Superintendent, has been engaged in the problem of so arranging the braking system so that the brakeman operates from either end of the car. Under the existing system, it is not an infrequent occurrence for the descending tram to pass through either of the intervening stations to the annoyance of passengers who may be desiring to board the car. This is brought about as a result of the cooing posted as a look-out man, falling to convey the stop signal to the brakeman in time. By arranging for the operation of the brake equipment at either end, this cause for complaint will be removed. An effective solution has been found which will ensure both efficiency and safety.

Regarding the new electrical driving plant, this is also nearing completion, and when the change-over is made, a vast improvement will have been effected. Instead of the one cable revolving around one drum, two huge drums will be provided, accommodating separate cables for each car. A special hydraulic plant is to be used for the braking power to these drums, and various devices will be installed which will not only ensure absolute safety, but render the controls practically fool-proof. Even in such an improbable event as the engineer fainting with the control lever wide open, an automatic arrangement on the track itself will so operate the lever in the power house that the trams will stop in the ordinary manner at the end of the journey.

The current to drive the motors is received from two sources so that in the event of one failing, an immediate switch-over can be made, thus saving any delay in the service. Similarly, an emergency motor is being installed as a precaution against stoppage due to any mechanical reason. The current received will be of 6,600 volts, but this is to be transformed down to 350 in a special room built over the power plant.

The Company is to be congratulated upon its enterprise in arranging to bring this essential service to such a high state of efficiency. This will doubtless remedy much of the over-crowding which, within the present limitations, is unavoidable.

In addition to the above work, the May-Road Station is to be covered in and generally improved. This work will commence within a few days.

The Government is advertising for tenders for a wireless transmitter, building in the grounds of the Royal Observatory. The work will include the erection of all necessary buildings and construction of paths, drainage, etc.

Tenders are also being invited for the construction of a reinforced concrete and brick chemical house and six reinforced concrete rapid gravity filter beds with contingent works at Kowloon.

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Bulls and Inners

From the Office Butts.

There is no truth in the rumour that in view of the coming of a friend just ask for the loan of an Scott's Regiment to Hongkong, the umbrella on a wet day.

It was stated at the Club annual meeting that half a gin only cost as much as a whole gin outside. We should say that a half gin inside is worth a whole bottle outside.

We saw a mad car the other day. It was frothing at the radiator. Sometimes you get a tender bit of meat—when you bite your lip.

You can't cut a messenger coolie to the quick. He hasn't got one.

Up to the time of going to press, we have been unable to discover which firm has secured the contract for supplying the Kowloon and East Surrey footballers with water-wings for this afternoon's match.

Looks as if Professor Roffey has started his rain-producing machinery and forgotten how to stop it.

Put your trust in Providents and all will be well.

Everytime some women decide to let their hair grow, they discover it's time to get it out.

The Star Ferry isn't attending to business. The other day it left some disembarked quite dry.

Rocky Mountain? Your suggestion as an appropriate mascot for the new motor bus service to "Felix Villas" is rather too obvious for these columns.

What's wrong seems to depend a great deal upon who does it.

"The Russian crown jewels are being sold in America," states a contemporary *Sapphiral*.

This arguing over religion is like a merry-go-round. You end where you start.

The latest silly season topic appears to be "Is a felt slipper foul, or a foul slipper felt?"

We saw a broker the other day with his hands in his pockets. As the weather wasn't cold we must assume that there was something the matter with his suspenders.

Despite the present controversy in America, we still incline to the belief that Satan will find some moonshine still for idle hands to brew.

MacWhirter was doubly disappointed last week—the never saw the football match, and he had no opportunity of asking for his money back.

The Taipans' settlement will in future be known as "Shake-O" unless the road is greatly improved.

Although the Central Police Station has not reported any ghosts lately, we understand that there's always an inspector on duty.

Our poor dogs! Someone fastened a Ford on to the tail of one in Kowloon the other day.

We understand that the advertiser who has "Rickshaw for sale" for \$50 or nearest offer. Cost \$15 eighteen months ago! ... doesn't expect the lucky purchaser to pay for the cost of the advertisement.

The local golfer who appeared in the *Telegraph* as "Shake-O" is so annoyed at leaving his people in Hongkong are content to own it without going to so much trouble.

All this correspondence reminds us that an anonymous letter is one which is unwritten, unthought, and unmailed.

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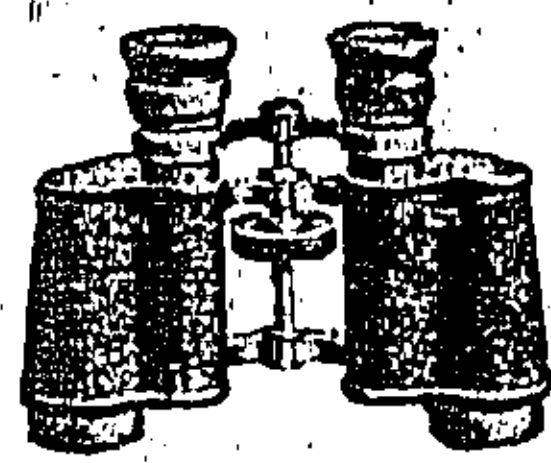
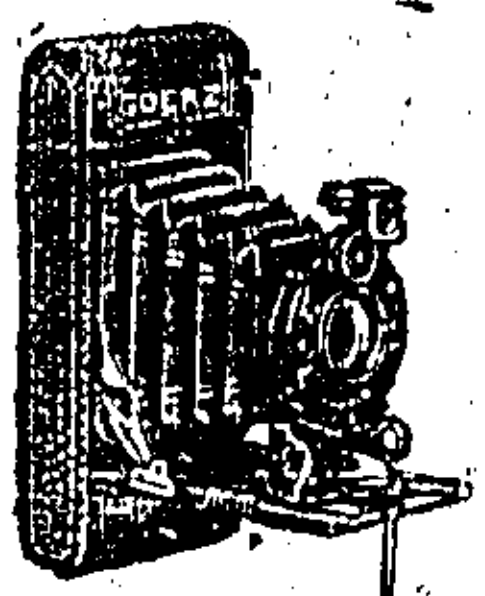
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MOTOR FATALITY.

POLICEMAN'S DAUGHTER INVOLVED IN ACCIDENT.

Father Witnesses Tragedy.

The death of a young Chinese girl (the daughter of a Shantung constable of the Mongkok police station), who was knocked down and fatally injured by a motor-car on March 18, was enquired into at the Kowloon Magistracy yesterday, with Mr. J. H. B. Nihill sitting as Coroner.

According to the medical evidence, death was due to a fractured pelvis and abdominal haemorrhage.

The girl's father, who was an eye witness of the tragedy, stated that he was on duty just outside the police station at 2.30 on the afternoon of March 18, when he noticed a motor-car, travelling from the direction of Yau-mati, in the centre of the roadway. It was going rather fast, and knocked his daughter over. He had shouted to the driver to stop, and on hearing the car saw his child under the car.

After she had been extricated, he took her to the Kwong Wah Hospital for treatment. She was taken away from the hospital shortly after six in the evening and died two hours later. The car, had swerved slightly, but was still facing Shamsulpo after the accident.

When questioned, witness said that it had been raining slightly, but not sufficiently to wet the road. He took his daughter from the hospital because her mother wanted to see her.

Against Medical Advice.

Dr. Ip Kam-wa, medical officer in charge of the Kwong Wah Hospital, said that the girl was conscious when admitted but her pulse was rapid and she was restless and weak. She had two contusions which were examined and dressed. She was later taken away by her father against the advice of the medical officer. Witness told the father of the seriousness of having her removed from the hospital, and informed him that her removal would prove fatal. He was advised to leave the girl in the hospital, so that an operation might be performed. Notwithstanding this advice, he took the girl away.

Replying to the Coroner, witness said that it was unlikely that the girl would have recovered if an operation had been performed but she might possibly have lived.

A Chinese interpreter of the Mongkok Police station said that he was attracted to the scene by some one shouting. He went outside and saw a motor-car with the bonnet facing towards Yau-mati. The constable shouted to the driver to stop but the latter moved forward, running over the girl, who was lying under the car. Witness added that it was raining at the time and the road was wet.

Driver's Evidence.

The driver, giving evidence, said that on approaching the police station he saw two girls dart from the right side of the road and run across to the other side. He sounded his horn, and seeing the girls continuing their running he applied his brakes. The sudden application of the brakes caused the car to skid and turn completely around and face the direction from where it had come. In skidding the left front wheel had struck one of the girls. He was ordered to stop by the constable, who on seeing the girl under the car told him to move slightly forward as he could not extricate the child. Witness started his engine and went forward as directed. As the car was moving he felt the wheel run over something.

He had been travelling at about ten miles an hour, and it was raining very heavily. In his opinion

AMUNDSEN'S AIRSHIP.

LANDS NEAR LENINGRAD AT NIGHT.

Lost Their Bearings.

Leningrad, April 16.

The Norge landed in the darkness, assisted by searchlights. Three hundred soldiers of the Red Army, towed the dirigible to its hangar.

Representatives of the Soviet Government, the Academy of Science, foreign consuls, delegates from various bodies, and a crowd of peasants had awaited the arrival since early morning, when a squadron of Soviet aeroplanes ceaselessly patrolled the horizon. Anxiety was increased by failure to establish wireless communication owing to unfavourable meteorological conditions. The aeronauts explained the delay was due to losing their bearings in a fog.—*Reuter.*

Soviet Precaution.

Moscow, April 16. The Central Executive Committee of the Soviet Government has issued a decree declaring to be Soviet territory all the lands and islands hitherto discovered, and to be discovered in future, in the region situated in the North Arctic Ocean along the north coast of Russia up to the North Pole, except those at present recognised by the Soviet as part of the territory of any other country.—*Reuter.*

NOT PROVEN.

RECENT RUM-RUNNING INCIDENT.

Washington, April 16.

The Treasury Department has found the charge that the cutter Seneca fired on the schooner Eastwood is without any foundation.

Officials stated that they had information that for over a year the Eastwood hovered off the coast, obviously intending to land liquor in the United States.—*Reuter's American Service.*

[This case concerns the recent instance of the Seneca capturing the Eastwood off the coast.]

THE SPANISH FLIGHT.

AVIATORS' FURTHER PROGRESS.

Delhi, April 16.

The Spanish airmen have arrived at Agra.—*Reuter.*

he would not have struck the girl if the car had not skidded.

Brakes in Order.

Sergeant Smith, who tested the car after the accident, said that the vehicle was in good condition, with brakes in perfect order. It had rained that day, and it was possible for the car to turn completely round as stated by the driver. The roadway was tarred and there was always a certain amount of oil from buses, which would materially help in causing the car to skid, although it was improbable that it would turn completely around at the speed of ten miles an hour. It was possible if the car had been going 20 miles an hour.

The Chinese interpreter was further questioned, and he said that the constable did not order the driver to move after he had stopped.

The Coroner returned a verdict of accidental death, and reprimanded the driver for not acquainting himself of there being anything amiss before driving on.

CHAMBER OF COMMERCE.

REPRESENTATIVE IN LEGISLATIVE COUNCIL.

Mr. D. G. M. Bernard Chosen.

A General Meeting of Members of the Chamber was held yesterday afternoon, in the Chamber of Commerce Room, City Hall, to nominate a Member of the Chamber to serve on the Legislative Council during the absence from the Colony of Mr. P. H. Holyoak.

The following members were present: Messrs. A. V. Apcar & Co. Ltd., (Mr. D. H. Cooper); The Asiatic Petroleum Co., (South China) Ltd., (Mr. W. H. Bell); Banker & Co. Ltd., (Mr. F. C. Mow Fung); Bradley & Co. Ltd., (Mr. J. A. Plummer); The British-American Tobacco Co., (China) Ltd., (Mr. F. A. Perry); Butterfield and Swire, (Mr. G. M. Young); Canton Insurance Office Ltd., (Mr. F. C. Hall); Mr. Chau Yue Teng; The China Sugar Refining Co. Ltd., (Mr. E. B. C. Hornell); The Commercial Union Assurance Co. Ltd., (Mr. R. K. Hepburn); Dodwell & Co. Ltd., (Mr. T. G. Weall); Fung Tang, (Mr. Wong Tak-kwong); Gibb, Livingston & Co. Ltd., (The Hon. Mr. A. O. Lang); T. E. Griffiths Ltd., (Mr. A. E. Eagle); Holyoak, Massey & Co. Ltd., (Mr. B. L. Lewis); Hongkong, Canton & Macao Steamboat Co. Ltd., (Mr. John Arnold); Hongkong Electric Co. Ltd., (Mr. F. R. Marsh); Hongkong Fire Insurance Co. Ltd., (Mr. F. C. Hall); Hongkong & Shanghai Banking Corporation, (Mr. A. H. Barlow); Hongkong Tramways Limited, (Mr. L. C. F. Bellamy); J. D. Hutchison & Co., (Mr. P. S. Cassidy); Indo-China Steam Navigation Co. Ltd., (Mr. R. Sutherland); Jardine, Matheson & Co. Ltd., (Mr. D. G. M. Bernard); Johnson, Stokes & Master, (Mr. D. J. Lewis); Liverpool & London & Globe Insurance Co. Ltd., (Mr. W. S. Dixon); W. R. Loxley & Co., (Mr. W. L. Patten); Mackinnon, Mackenzie & Co., (The Hon. Mr. A. O. Lang and Mr. A. E. Martin); Robertson, Wilson & Co. Ltd., (Mr. G. W. Sewell); Alex. Ross & Co., (China) Ltd., (Mr. A. S. D. Coulson); E. D. Sassoon & Co., Ltd., (Mr. A. S. Gubbay); Stewart-Bros., (Mr. H. E. L. Downington); Mr. M. P. Talati; The Union Insurance Society of Canton, Ltd., (Mr. Paul Lauder); A. S. Watson & Co. Ltd., (Mr. Henry Humphreys); Harry Wicking & Co., (Mr. J. Owen Hughes).

Mr. D. G. M. Bernard (Chairman) presided and the Members of the Committee present were the Hon. Mr. A. O. Lang, (Vice-Chairman), Messrs. A. H. Barlow, Paul Lauder, W. H. Bell, G. M. Young, J. Owen Hughes, J. A. Plummer, and T. G. Weall, with the Secretary (Mr. M. F. Key).

The Secretary read the Notice convening the Meeting.

The Chairman said: Gentlemen—You are all aware that the Chamber's representative on the Legislative Council, Hon. Mr. P. H. Holyoak, has recently left the Colony for six months for reasons of health, and as customary, the Government have asked the Chamber to nominate someone to take his place on the Council while he is away.

According to the Chamber's rules governing the nomination, notice in writing of the names of candidates and of their proposers and seconders has to be lodged with the Secretary 48 hours before the meeting. The only name that has been sent in is that of myself, to be proposed by Hon. Mr. A. O. Lang and to be seconded by Mr. A. H. Barlow. There being only one candidate, voting will be by a show of hands.

DOCKYARD DANCE.

CLOSING FANCY DRESS SOCIAL.

A Successful Evening.

The committee of the Dockyard Young Men's Club celebrated the end of the season by holding a fancy dress social and dance at the Dockyard on Wednesday. The hall was splendidly decorated for the occasion and the crowd which attended thoroughly enjoyed the programme of dances and games from 6 to 11 p.m.

The music for the occasion was supplied by Miss I. Goddard and Messrs. J. Flegg and Jacobson. Mr. A. George, the chairman of the Club, was a capable M.C. The committee for judging the fancy dresses were Mrs. A. J. B. Stirling, wife of the Commodore, Eng. Comdr. Bromley R.N. and Mr. Wernham. Afterwards Mrs. Stirling very kindly presented the prizes.

The winning dancers were Miss L. Spanton as an Eastern Lady, and Miss K. Glendonning as "Crackers". Other prize winners were Mr. A. May, Mr. J. L. Thomas and Miss M. George.

LABOUR UNREST.

ENGINEERING TRADES NOW AFFECTED.

A Strike Looming.

London, April 16.

An engineering crisis is threatened.

A conference of engineering employers and trade unions on the national demand for a pound a week wage increase has failed to reach an agreement.

The trade unions are now considering the question of authorising a strike ballot in the London districts.—*Reuter.*

MUSSOLINI DEPARTS.

AFTER A VERY BUSY DAY.

Tripoli, April 16.

Signor Mussolini embarked on the battleship Cavour for home, after attending with the Duke of Apulia the opening of the Colonial Agricultural Congress, luncheon with the officers of the garrison, reviewing the Eritrean troops, and visiting the Jewish quarter.—*Reuter.*

The Hon. Mr. A. O. Lang said: I beg to propose the nomination of Mr. Bernard as this Chamber's representative on the Legislative Council during the absence of Mr. Holyoak. Mr. Bernard requires no introduction from me: he is well known to you all as a man well-fitted to represent the commercial community on the Legislative Council of this Colony.

Mr. Barlow: I beg to second Mr. Lang's proposal.

The motion was then put to the meeting and carried unanimously.

The Chairman: I thank you, Gentlemen, for the honour you have done me in nominating me to serve on the Legislative Council during the absence of Mr. Holyoak. We all much regret the necessity for Mr. Holyoak's being away and trust that he will return next Autumn fully restored to health. In the meantime I will do my best to serve the Chamber on the Council. (Applause.)

The proceeding then terminated.

THE NORTHERN SITUATION.

KUOMINCHUN ARMY LEAVES.

Peking, April 16.

Kuominchun members are streaming towards Peking from the direction of Tungchow. It is understood a general evacuation will be carried out to-night and the control of the capital be handed over to the Police acting in co-operation with a Citizens' Committee headed by Mr. Wang Shih-chien.—*Reuter.*

The Evacuation.

Peking, April 16.

The Kuominchun troops have evacuated the city.

The Chinese allied troops have taken over control. The Kuominchun forces outside the city streamed in, demoralising the garrison, and the evacuation followed in trains, cars, carts and on foot.

The Nationalist commander gave the control to General Wang Shih-chien, who telegraphed to the allied leaders that there was no need to besiege the capital.

Present indications are that the Kuominchun will not halt before reaching Nankow pass, north of Peking, which is now threatened by a Manchurian column.

The Kuominchun troops fought fiercely at Fengtai until the afternoon, when they retreated.

General Wang fears the Manchurians will insist on entering the capital to-morrow.

Wu Pei-fu is not interfering. The foreign quarter is crammed with Chinese treasures. The hotels and foreign buildings are crowded with panic stricken refugees.

Tuan Chi-jiu has returned to the Legation quarter.—*Reuter.*

Chinese Reports.

Shanghai, April 16.

Lu Chung-lin fled from Peking on the 15th and his forces have completely evacuated Peking. The forces of Tin Wai-chun have entered Peking and the police are under the control of Wong Sz-chun.

Reports from Tientsin state that the allied forces have occupied Tungchow, and on the night of the 14th serious fighting was commenced.

A report from a Japanese source states that Chang Tso-lin has decided to attack the Kuominchun troops, and has declared if Wu Pei-fu makes an alliance with the Kuominchun, he will have nothing to do but to prosecute a third war between the Fengtien and the Chihli cliques.

On hearing this, Wu Pei-fu wired to Chang denying having entered into an alliance with the Kuominchun, and stating that the action of Lu Chung-lin in releasing Tsao Kun and his assumption of office as the Sub-Commander of the Expeditionary Force was not referred to him; and that even the telegram of Tsao Kun in recommending Lu was arranged by force.

Wu concluded by saying that he would still carry out his original object in eliminating Bolshevism. Chang Tso-lin has sent a warning to the Russian Consul at Mukden, demanding that the Russian Government withdraw Karahkan, otherwise Chang will not be responsible for his protection when the allied forces enter Peking.—*Wah Kiu Yat Po.*

VALUABLE BIBLE.

ACQUISITION FOR YALE UNIVERSITY.

Newhaven, April 16.

Through the gift of Mrs. Harkness, Yale University has acquired the Melk copy of the "Gutenberg Bible," which was recently auctioned for \$106,000.—*Reuter's American Service.*

\$7.50 MAN \$AM.

For How Long?

By Swan



Teething troubles

Because SCOTT'S Emulsion contains 44% of pure cod liver oil and lime salts for bone formation, it prevents teething troubles, rickets and soft bones. Ask for genuine SCOTT'S EMULSION

SAY SAM—BEAT IT OVER TO MRS. TITAZELL AND FIND OUT WHETHER SHE'S GONNA PAY THIS BILL OR NOT!



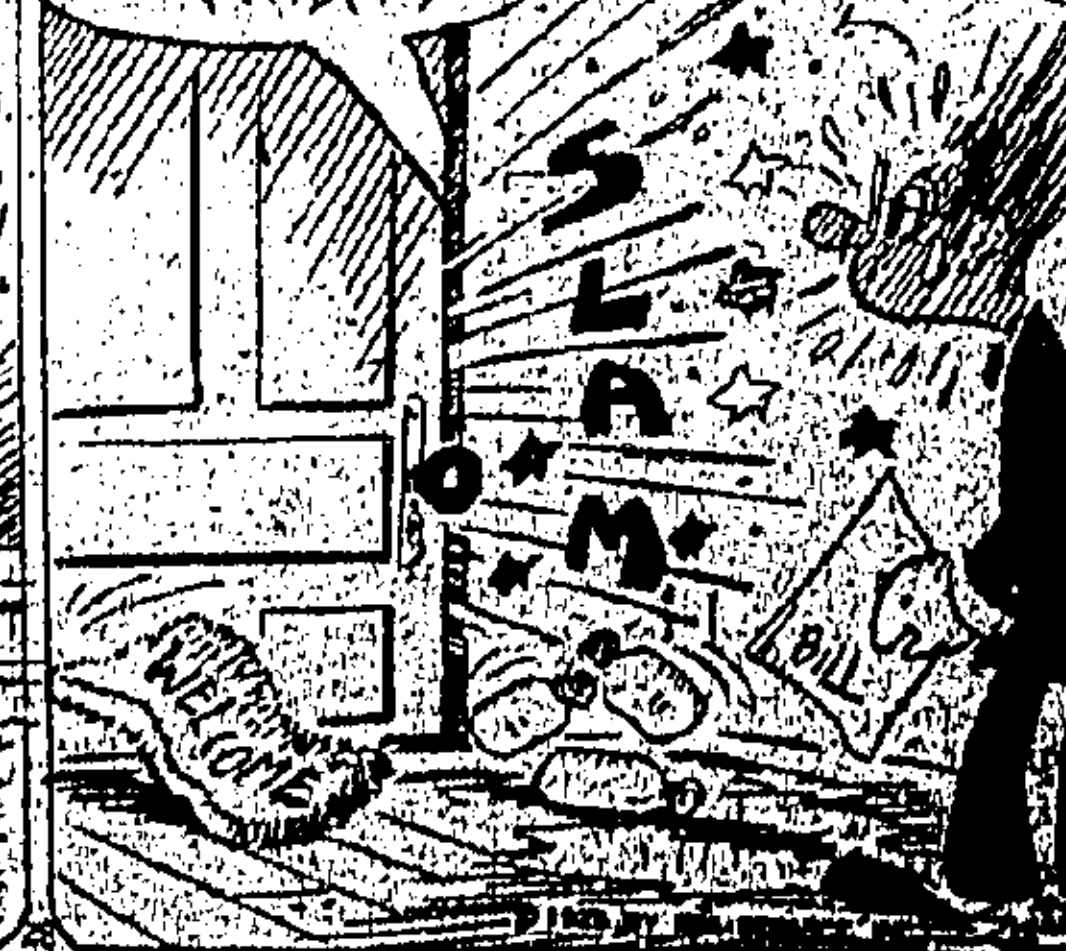
I'M GETTING TIRED OF CALLING HERE EVERY DAY— I'D LIKE TO KNOW WHEN YOU ARE GOING TO PAY THIS BILL?



WHAT DAY WOULD SUIT YOU & BEST?



FRIDAY



ALL RIGHT—CALL EVERY FRIDAY



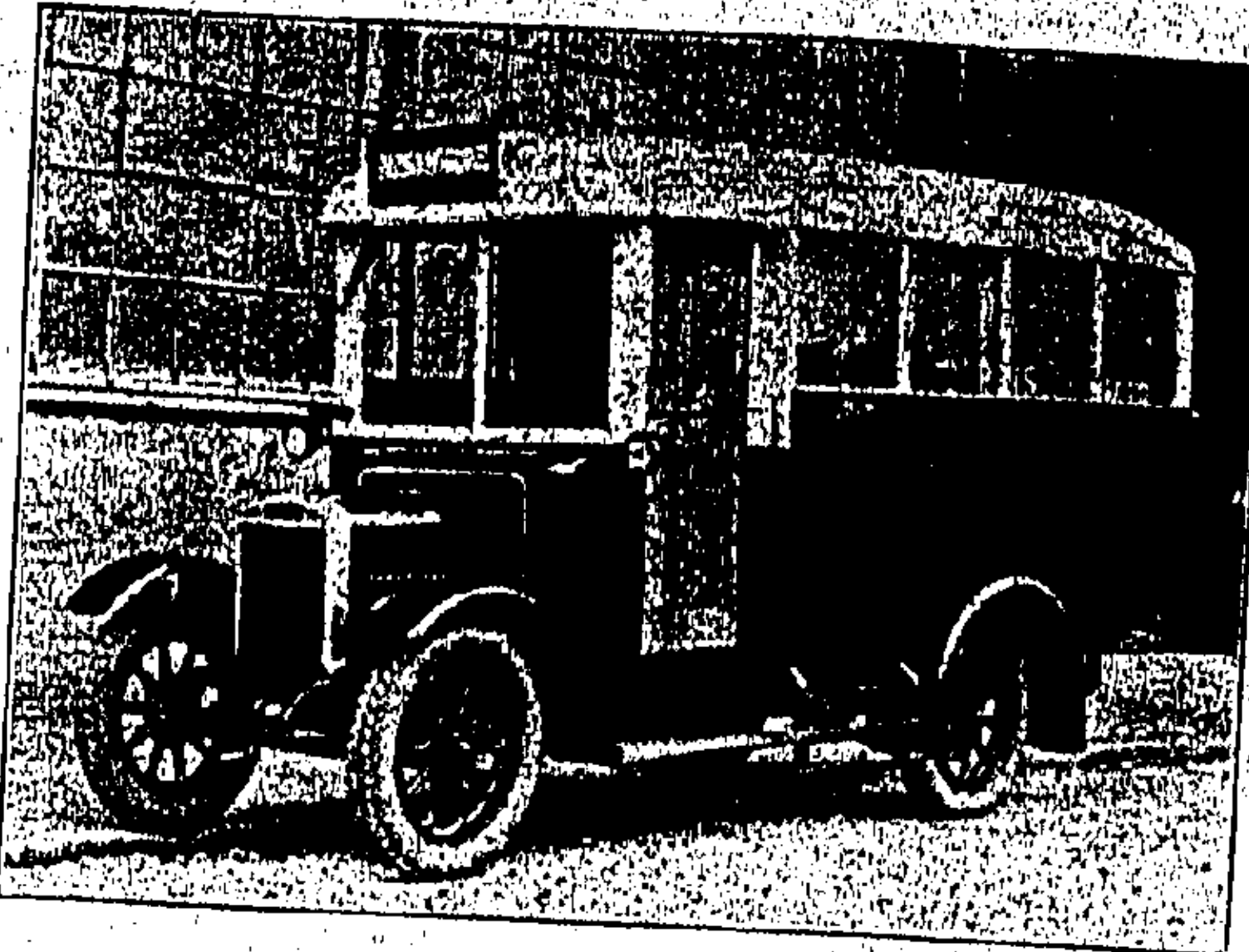
TRIUMPH

The 1926 is the Most Improved of Cycles.
New and more rigid frame.
New Clutch with double adjustments and many other improvements worthy of note.
The new 1926 Model P is superior to last year's cycle in detail and performance.
Stocks carried.
Call in and arrange terms.

DISTRIBUTORS.

ALEX. ROSS & CO., (CHINA) LTD.
Bank of China Building Hongkong.

THE LATEST "MORRIS" MOTOR BUS.



The photo shows one of the Morris chassis fitted with a type of bus which has become most popular in the English Provincial districts.

A correspondent in the Press plaintively tells us that the Traffic Police can't please everybody. He need not worry. They don't.

ORPHAN CARS.

SURVIVAL OF THE FITTEST.

Approximately 500 makes of automobiles which have come to the American market with promises of great value, dependability and long service are now all but forgotten.

Twenty-five years ago practically all "manufacturers" of automobiles were nothing more than assemblers. They purchased motors, bodies, tops, axles, etc., from parts makers who were the manufacturers in reality. Some few makers maintained shops in which they machined castings and forgings purchased outside.

On this basis it was easy to become an automobile "manufacturer," and more than five hundred makes of automobiles have had their day in the American market and disappeared. They are today represented by more than 600,000 "orphan cars" with practically no resale value in the hands of the public.

In 1922, the New York national automobile show displayed 86 makes of cars. During the following year this was reduced to 30. In 1924 a further reduction to 27 makes was noted. At the recent New York show this number had shrunk to 20.

From the standpoint of the public, this decreasing number of automobiles makers prompts more careful consideration of not only what is in a maker's car, but also what is behind the product.

Makers who cannot manufacture economically because of inadequate facilities, who are forced to buy many or most parts from parts makers, necessarily are confronted with obstacles which make it difficult for them to compete with manufacturers equipped to produce cars on a one-profit basis, such as Ford and Studebaker.

With several cars selling at about the same price, obviously that manufacturer can give most quality of materials and workmanship who includes in his costs the least amount of profits paid out to parts makers; who can use that profit, instead, to buy better materials, better workmanship.

To build car complete calls for vast plants, vast equipment, which cost huge sums of money, far beyond the reach of the small maker. A matter of \$10,000,000 to \$20,000,000 investment is wholly inadequate. It requires \$75,000,000 in plant equipment and \$100,000,000 of assets in all to produce Studebakers in quantity.

Approximately 90 per cent. of cars sold last year were made by the largest makers. Many of the others were custom-built cars of limited production at high prices and do not enter into the picture as viewed by the great bulk of buyers.

Which leads to the thought: How many makes will be displayed at the national show at the end of 1926? What cars now on the streets will be orphaned, without service or repair facilities?

A ROLLS-ROYCE IN MYSORE.

His Highness the Maharajah of Mysore has recently taken delivery of a 40/50 h.p. Rolls-Royce "New Phantom," with Barker-built coupe body, which will be driven by His Highness in the ceremonial processions which take place in Mysore during the great religious festivals.

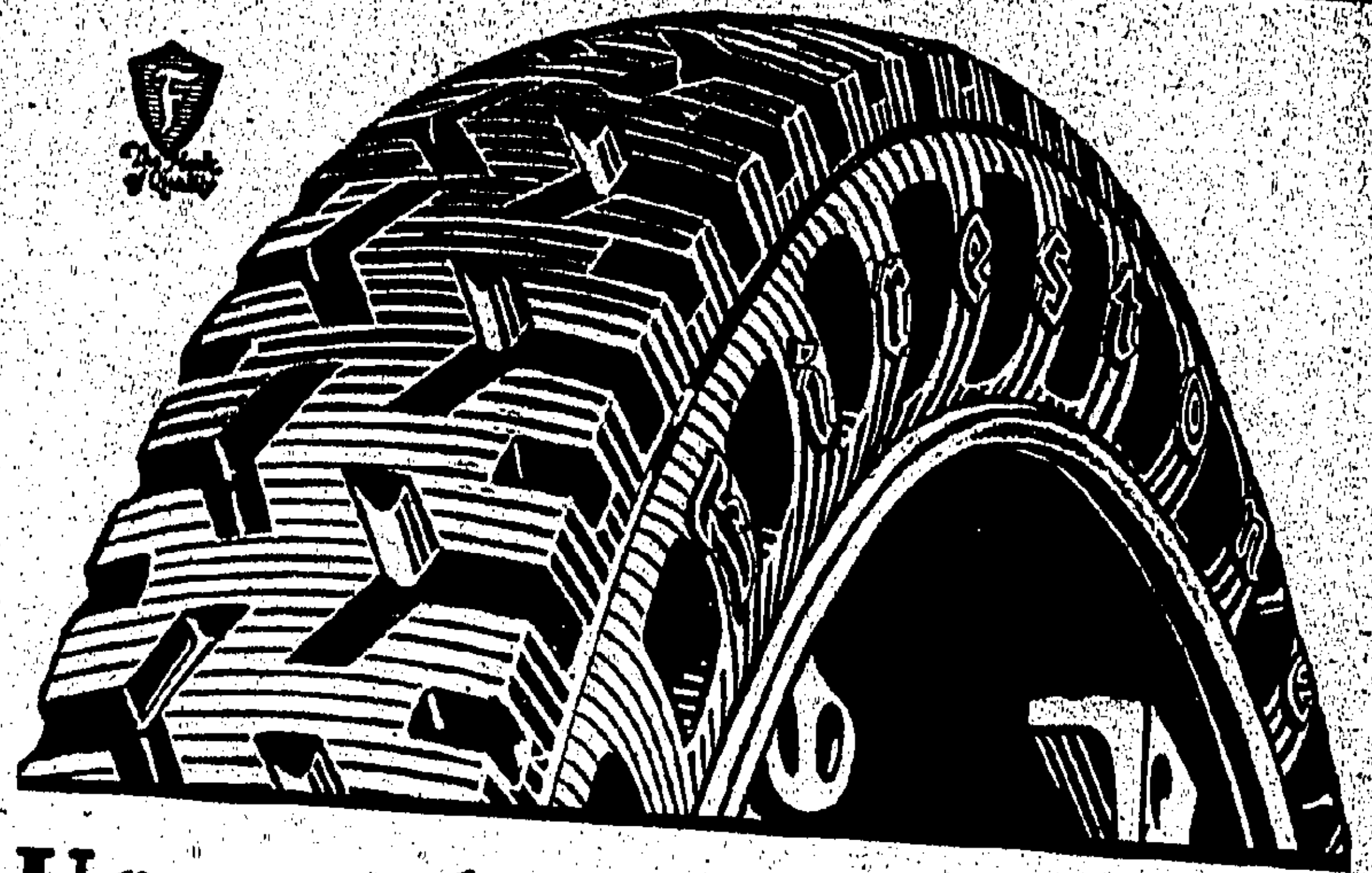
The windscreen has been specially designed so that it can be completely removed, and the general lines of the body will enable His Highness to be seen without difficulty by the crowds of devotees and pilgrims which line the streets on such occasions.

HOMES DANGEROUS.

Pedestrians who fear auto traffic and safety organizations which harp on motor dangers are surprised to learn that it is more dangerous to live in your house than

to be out on the street. More people were accidentally killed in their own residences during the last year in America than were killed by automobiles. Falls were responsible for a large number of the deaths.

Henry Ford is said to be setting up a factory in Soviet Russia. We always felt that Nemesis would overtake the "Boishies" sooner or later.



Unusual Traction and Mileage for Light Lorries

For Ford and other light lorries, this Removable Maxi-Cushion combines resiliency approaching the pneumatic with the endurance of the solid tyre—giving thousands of extra miles of improved traction, reducing repairs—and insuring continuous trouble-free service.

The Firestone offset pocket construction gives extra strength, which means added load capacity. Note the wide gripping tread and full depth of tough, slow-wearing rubber. Built on a removable tyre rim, it is as easy to apply and remove as a pneumatic.

Firestone

R. M. C. (REMOVABLE) TYRE

THE DRAGON MOTOR CAR CO., LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY

MOST MILES PER DOLLAR

HUDSON-ESSEX

World's Largest Selling "Sixes"

Quality Gave Volume and Volume these Amazing Prices

Years of brilliant advancement in quality have given Hudson-Essex a leadership everyone knows and acknowledges.

It has given them the world's largest volume of 6-cylinder cars.

And to buyers, amazing price advantages, passed on from unequalled volume economies.

Yet it is not price, but popularity of the finest quality ever produced by Hudson-Essex, of famous Super-Six performance, reliability and fine appearance that motor-dom recognizes as the World's Greatest Values.

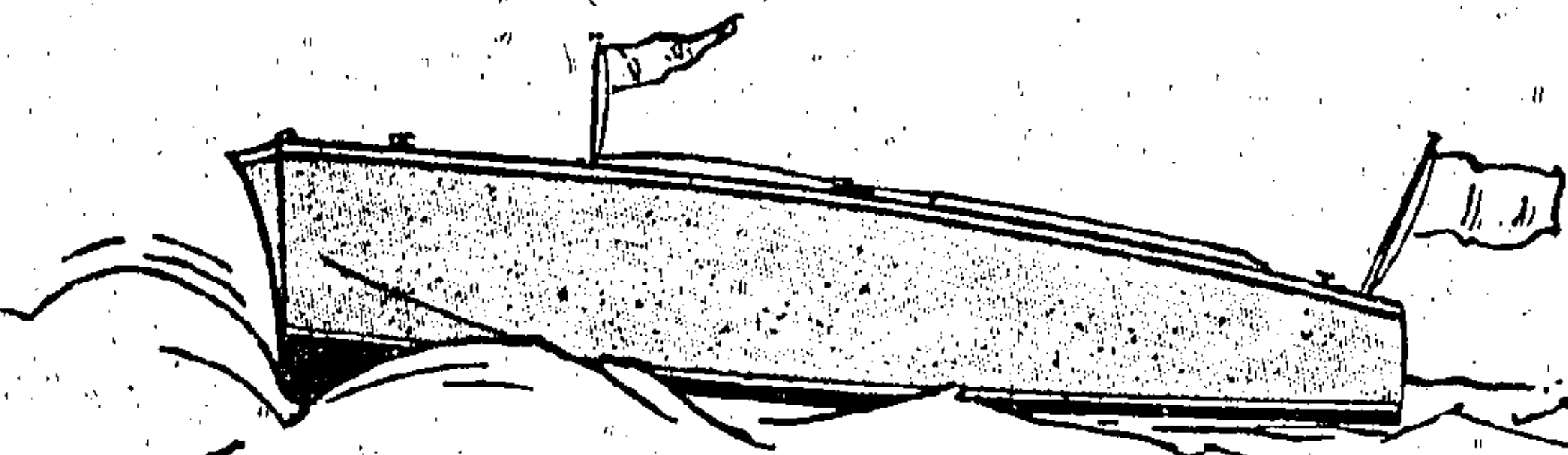
To all who know the facts it is the supreme type among "Sixes." In Essex, it brings the quality, performance and reliability of finest "Sixes" within reach of all.

World's Greatest Value

ESSEX COACH \$2,000 HUDSON COACH \$3,000
Hudson Brougham \$3,600 Hudson 7-Pass. Sedan \$4,000

THE DRAGON MOTOR CAR CO., LTD.
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16 KNOTS



AILS A CRAIG
FAST RUN ABOUT
BRITISH THROUGHOUT

Complete \$2750.00 { DELIVERED HONGKONG.

DODWELL & CO., LTD. Sole Agents.

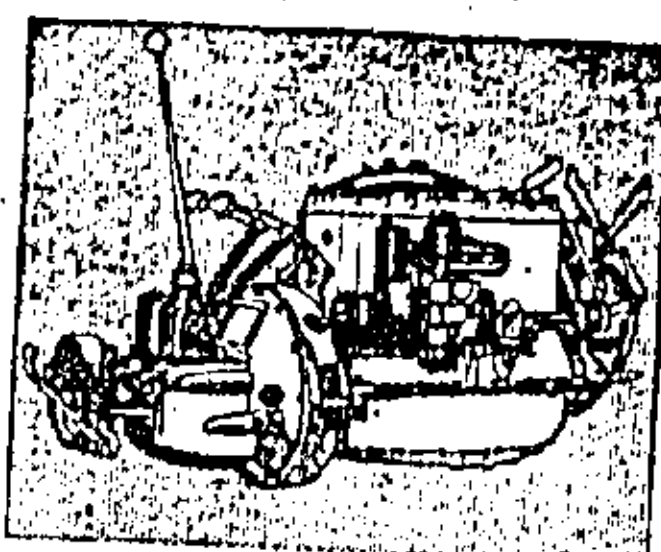
Studebaker Offers More for the Money

Because all vital costly parts—bodies, engines, steering gears, clutches, differentials, gear boxes, springs, axles, brakes, grey iron castings and drop forgings are made in Studebaker's own great factories, great savings are effected. Studebaker eliminates the extra profits which others must pay to outside parts and bodymakers.

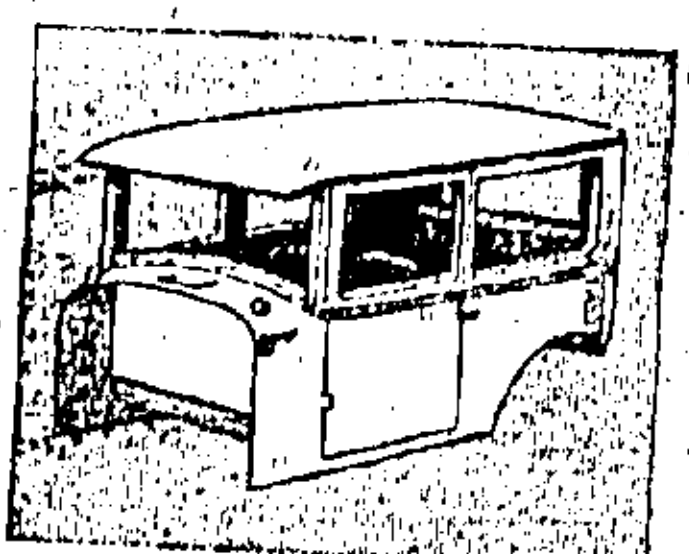
A few significant facts show how this benefits the buyer. One-third of the cost of a car is in the body and Studebaker, by building all its own bodies, builds better bodies and at the same time effects savings of as much as 25 per cent. One-fifth of the cost of a car is in the engine. Studebaker builds all its engines complete in its own great factories. Studebaker makes all its own grey iron castings. It produces better castings than it was able to buy outside, yet saves 25% in their cost. Therefore Studebaker is able to give you a better car for the money.

Studebaker cars are built as a unit and, therefore, function as a unit. This results in smooth harmonious operation, greater riding comfort, longer life and higher resale value.

As all phases of manufacture are under Studebaker control, Studebaker cars are constantly kept up-to-date.

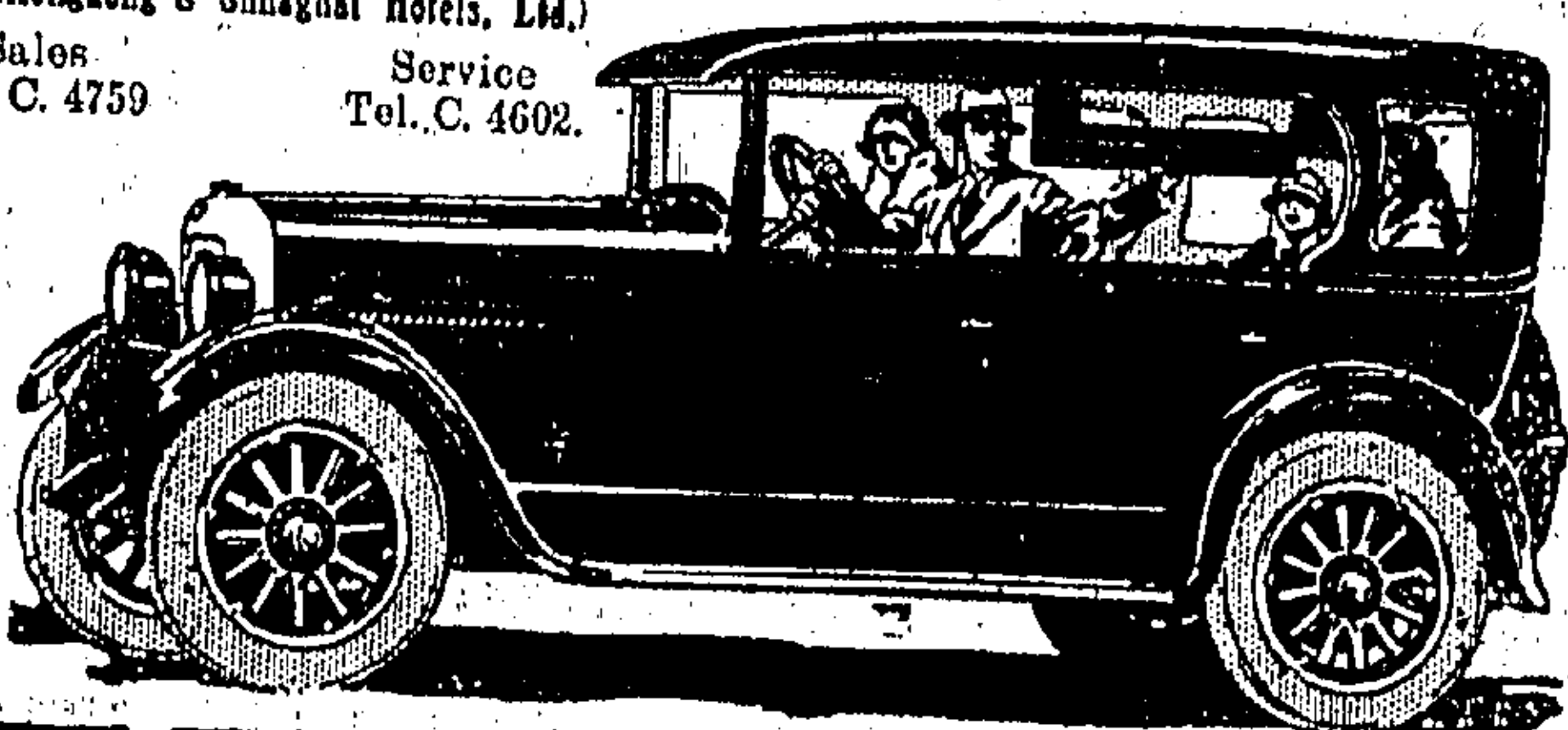


1/5 of the cost of an automobile is in the engine. Studebaker builds all its engines.



1/3 of the cost of an automobile is in the body. Studebaker builds all its bodies.

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BUILDERS OF QUALITY VEHICLES FOR 74 YEARS



WEEKLY MOTOR WANTS



NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement" THE HONGKONG TELEGRAPH.

The charge is 50 cents for 50 words, 2 cents for every additional word.
Terms Cash with order.
Advertisements must be received by noon on Thursday preceding publication.
Box Numbers supplied when required, but replies must be called for at this office.

FOR SALE

HUDSON.—6-cylinder 7-passenger Hudson Touring in splendid condition. Five brand new 34 x 7.30 Balloon Tyres on five New Wire Wheels. New top, upholstery, paint, carpets, Stromberg Carburettor, Bosch Horn, and Radiator. All bright parts newly plated. \$3,000.00 Box No. 1492 c/o "Hongkong Telegraph."

CHANDLER.—Six-cylinder, seven-passenger Chandler Touring Car No. 157. In good usable condition. Five good tyres on five wire wheels. A bargain at \$750.00. Box No. 1478 Hongkong Telegraph.

MATCHLESS.—Motor Cycle 347 C. C. Side valve, 1925 model, electric light, speedometer leg shields. Mileage 300 only. \$400. Apply Box No. 1494 c/o "Hongkong Telegraph."

HARLEY.—Sports model complete with electric lighting set, speedometer, etc., in good condition, price reasonable. May be seen by arrangement. Box No. 1490 c/o "Hongkong Telegraph."

SCOTT.—Motorcycle, D. A. Lighting, seen on the Road every day, No. 196. Necessary spares. Available end of month. Price \$300.00 Apply Box No. 1486 c/o "Hongkong Telegraph."

FOR SALE.—2-ton Truck chassis, 6-cylinder engine of 40 H.P., R.A.C. Rating. Only \$3,000 for quick cash sale. Box No. 1474 Hongkong Telegraph.

CADILLAC.—3-cylinder 5-passenger Cadillac for \$1,500 cash. Box No. 1475 Hongkong Telegraph.

CHANDLER.—6-cylinder 7-passenger Chandler for \$750.00 cash. Box No. 1476 Hongkong Telegraph.

BUICK Touring No. 352. Four wood wheels and spare rim. Five tyres. Price \$750.00 cash. Box No. 1473 Hongkong Telegraph.

DOUGLAS.—2 1/2 Douglas, 41 Humber, Cleveland, Wold, Harley, Clyno and Indian Prince solos. Twin Matchless, Indian, Henderson and 1925 Harley Combinations. From \$75.00. Apply Motor Cycle Exchange, Kowloon.

CORBIN.—Motorcycle speedometer, 28" wheel. \$15.00. Apply Box No. 1485 care of "Hongkong Telegraph."

SALMON.—Two seater, painted fawn. Nearly new oversize tyres and many extras. Very fast. \$1,000. Inspector F. Bradley, Aberdeen Police Station.

TRAFFIC IN THE U.S.A.



When one enters Boston the traffic fills one with amazement. It is a wonder that any pedestrians remain alive. The cars come along in a never-ending stream, all driven at a tremendous pace. They never slow down for anybody; a pedestrian seems to have less right on the road than a dog has in England. Terrible accidents occur daily, and people are killed in such numbers that if half as many were carried off by epidemic disease there would be a tremendous outcry. A white line is drawn down the middle of the roads; but many of the drivers ignore it; complicated signal devices of devious kinds are placed at street corners but seem to be almost useless. Notices are placed about the town such as: "The motor drivers will not slow down, therefore pedestrians must watch their steps. Let us co-operate to stop the killings." By law every car is fitted with mufflers. Ford cars are easily the most common; there are thousands of them. The workers nearly all own cars, and wherever building operations are in progress large numbers are parked. There are hundreds outside the large works and lines of them stand outside the high schools and the universities. As Boston is an old city the streets are narrow and winding which makes the traffic seem more formidable than in the newer cities of the States.

New York Streets. In New York the traffic, although very considerable, is not terrifying to the pedestrian because the planning of the town and the wide streets enable it to be so easily regulated. All the streets are perfectly straight and

run at right angles. Broadway is 13 miles long; Fifth Avenue is over six miles long with never a crooked section. At given intervals on the wide avenues are towers in the middle of the street from which the traffic is regulated. Red and green signal lights play the most important part in the control. When the green light shows, which it does from every tower at the same moment, all the traffic north and south moves onward; the instant the lights flash to red every vehicle stands still and the traffic east and west moves on until the green light again appears. Pedestrians are only allowed to cross at corners. Those who attempt to cross at other than legitimate crossings are called "Jay Walkers" and a "Traffic Cop" has power to arrest them. When the onward signal is given the cars are supposed to travel at one less than 30 miles per hour. The idea is to get them along as fast as possible, and if a pedestrian risks his life by crossing as a "Jay Walker" the motorist cannot be blamed if an accident occurs.

Night driving parties are fashionable in Washington D.C. and in the early hours of the morning the roads are as busy as many of ours are in the middle of the day. The traffic court is open day and night, and any offender is taken there and tried immediately. One notice that attracted attention ran "Careful! other people use the streets." In many cities pictures of terrible accidents are shown to which are affixed notices such as "Why flit with death? Stop! Look! Listen! and Live." This was near a level crossing, "Do not court death—no speeding." The problem of parking is acute.

Wherever a fatal accident has occurred in Chicago a board is erected stating the number killed. "Four were killed here," and so on.

Los Angeles insists on pedestrians obeying the traffic signals. To a new-comer this is most disconcerting. The writer was lucky to get away from the city without being arrested. Several times on seeing a tempting clear space an attempt at crossing was interrupted by the whistle of the "Traffic Cop" followed by a stentorian order to "Come back" at which everyone who waited obediently for the signal laughed. All fire-engines, ambulances, police cars and motor cycles are equipped with sirens which are sounded all the time the vehicle is on the move. These sirens make as much noise as a factory buzzer and one would imagine from the clamour that fires or accidents were of momentary occurrence, and one feels quite astonished that there is anything remaining of the city. As one moves about the streets of Los Angeles and its environs it is a common sight to see the remains of motor cars which appear to have been in a terrible accident, but one learns on enquiry that they are "stunt" cars used in the production of moving pictures. Some of these "stunt" cars are very amusing. One would rear up on its back wheels or perform other strange antics.

Outside a small and uninteresting town not a great distance from Los Angeles a board displayed the following "Drive slow and see our town; drive fast and see our jail."

In the west speeding is strictly forbidden. The small towns add to their funds by imposing heavy fines upon offenders. Some very antique cars may be seen on the roads. One which must have been one of the original cars made bore the legend "Don't laugh at me, you'll be old yourself some day." Some cars have a small printed card placed at the back "If you can read this you are too close."

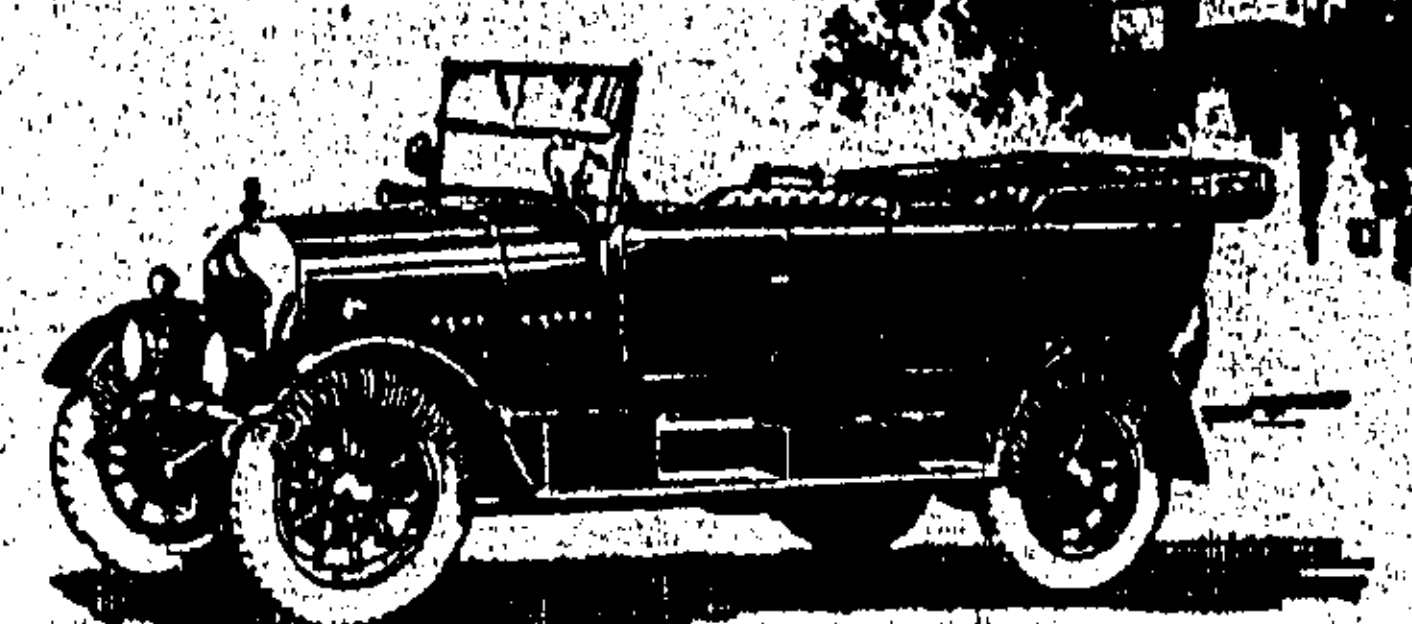
One had a printed card on the dashboard in front of the driving seat, "D-d-d-darn it, be quiet, I'm driving this car."

Throughout the States level crossings are a constant source of danger to the motorist. In some places the smashed cars are now left near by as a warning more effectual than the usual "Stop! Look! Listen!"

(By special permission of "The Morris Owner.")

MORRIS Cars

REDUCED PRICES, BETTER VALUE



(BRITAIN'S MOST POPULAR LIGHT CAR)

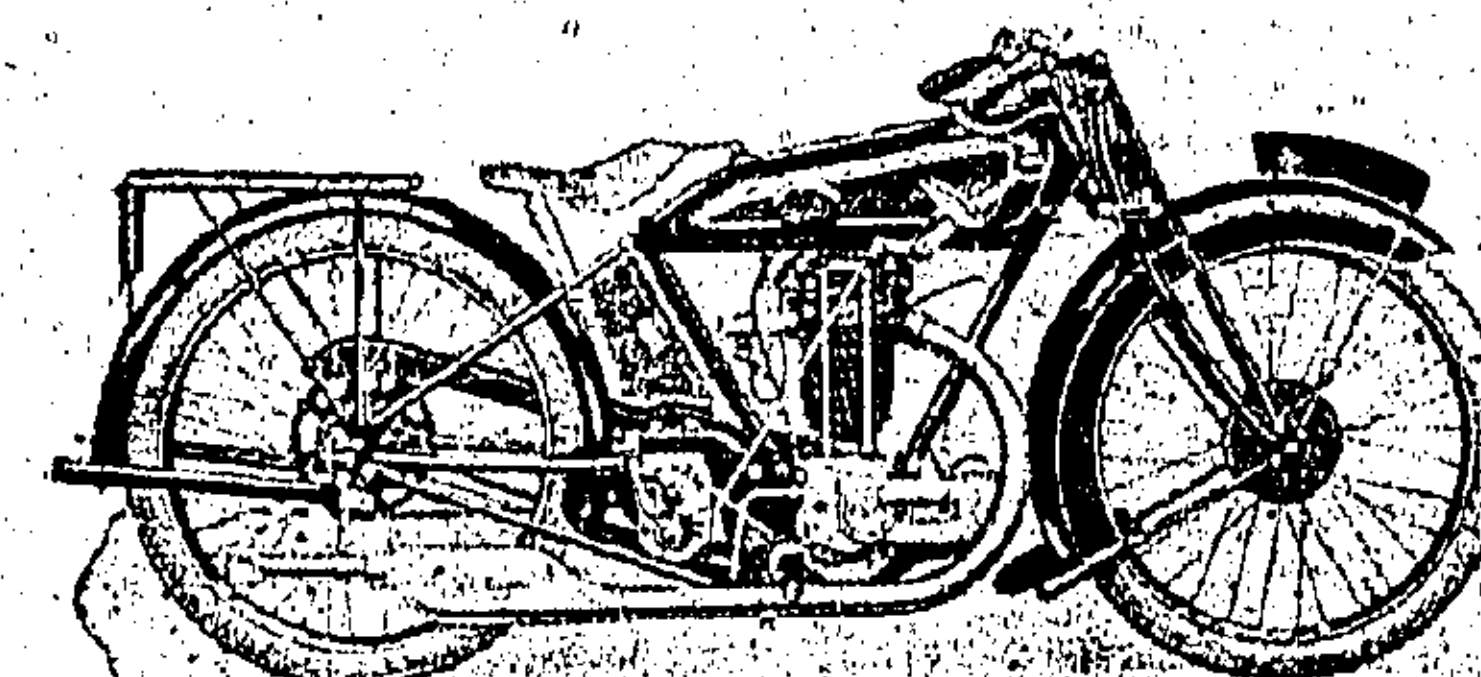
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MORRIS-COWLEY Roadster (2 SEATER-WITH DICKEY)	£215 0 0.
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THE GOLD MEDAL MOTOR CYCLE.

3.48 H. P. SPORTS—GUARANTEED 65 M. P. H. at 120 MILES PER GALLON.

Adequate Stock of Spare Parts Maintained.

Specially trained mechanics under European supervision for all makes of cars or cycles.

3 MONTH'S GUARANTEE GIVEN WITH ALL NEW MACHINES & REPAIR WORK.

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MOTOR CAR AND CYCLE EXCHANGE (Between Orient Tobacco Factory and Mongkok Police Station)

IN CASE OF BREAKDOWN ON THE ROAD

Telephone K. 655

DAY OR NIGHT

SOCONY
MOTOR OILS
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World Leadership justifies Still Lower Prices!

Graham Brothers announce a substantial reduction in the prices of their complete line of trucks and motor coaches, effective January 7th.

NEW PRICES

1-Ton Chassis—BB	...	\$ 975
1 1/2-Ton Chassis—CB	...	1245
2-Ton Low Chassis—BB	...	1225
2-Ton, 153" Chassis—FB	...	1515
2-Ton, 158" Low Chassis—LB	...	1365
2-Ton, 128" Chassis—EB	...	1415
2 1/2-Ton Chassis	...	1575

f. o. b. Detroit

This is their third reduction in eight months. It brings the price of their product far below any truck of comparable merit.

Large production justifies low prices. Graham Brothers are the largest exclusive truck manufacturers in the world.

The Dragon Motor Car Co., Ltd.
33 Wang Nei Chung Road, Happy Valley
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GRAHAM BROTHERS
Trucks. Sold by DUNLOP BROTHERS
DEALERS EVERYWHERE

The 9/20 h.p. ROVER Car - 1926

DEMONSTRATIONS OF
THE SPECIAL COLONIAL
MODEL BY ARRANGEMENT
WITH THE HONGKONG

— AND —
KOWLOON TAXI CAB Co., Ltd.

— TEL. C. 1036 —
33-35 Des Voeux Road,
HONG KONG.

SHELL

DELIVERED BY OUR OWN
LORRIES Direct into CERTIFIED
SHELL PUMPS

IS ALWAYS THE SAME
PERFECT QUALITY AND
CORRECT MEASURE

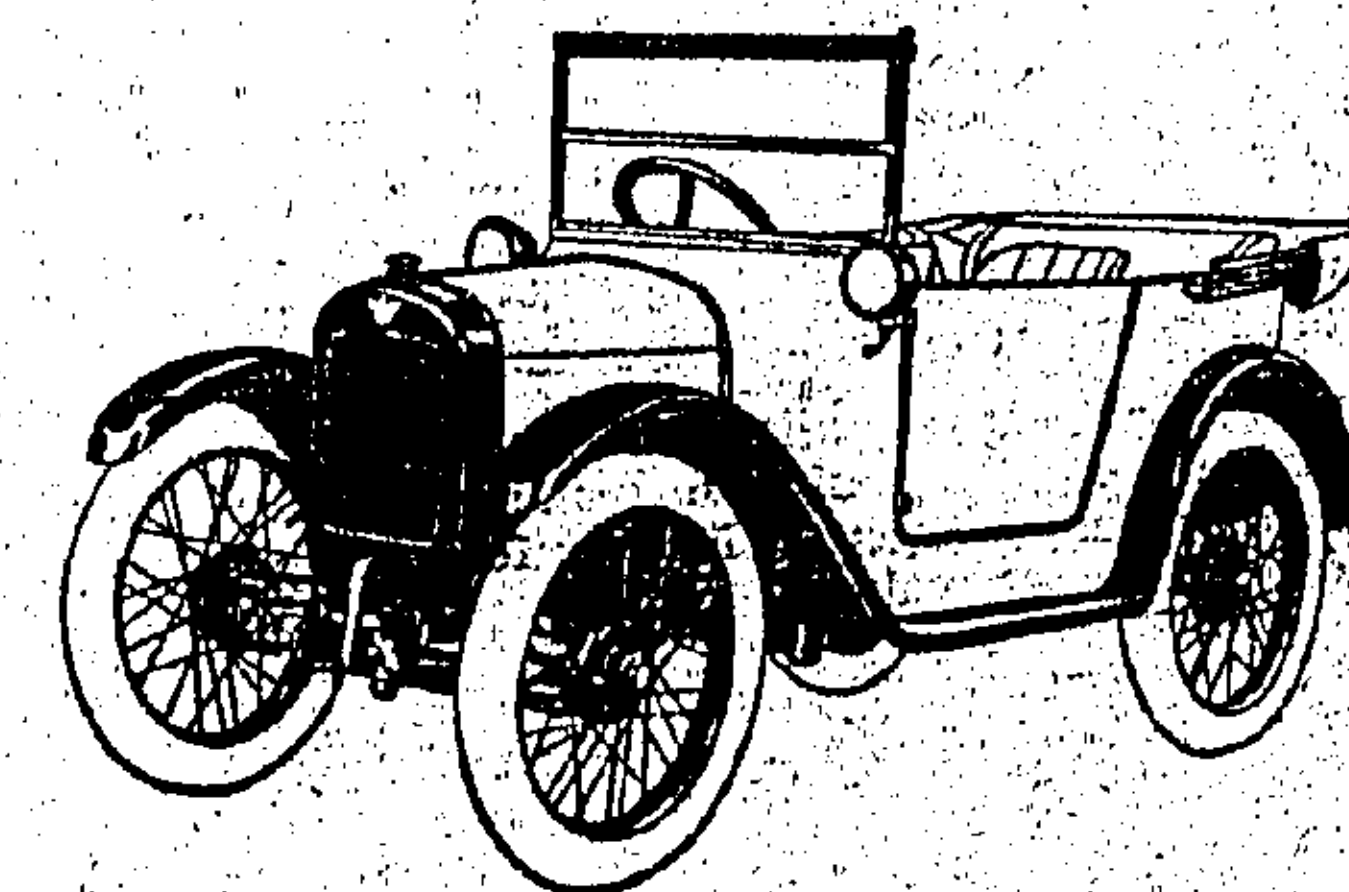
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CHINA UNDERWRITERS, LIMITED.

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WRITE FOR PROSPECTUS

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"AUSTIN 7"

IT TAKES YOU THERE
AND BRINGS YOU BACK.

Alex. Ross & Co. (China), Ltd.

Show Room No. 1A, CHATER ROAD,
OPEN on SATURDAYS until 5 o'clock.

BRITISH

DUNLOP

CORDS

(Made at Fort Dunlop, Birmingham)

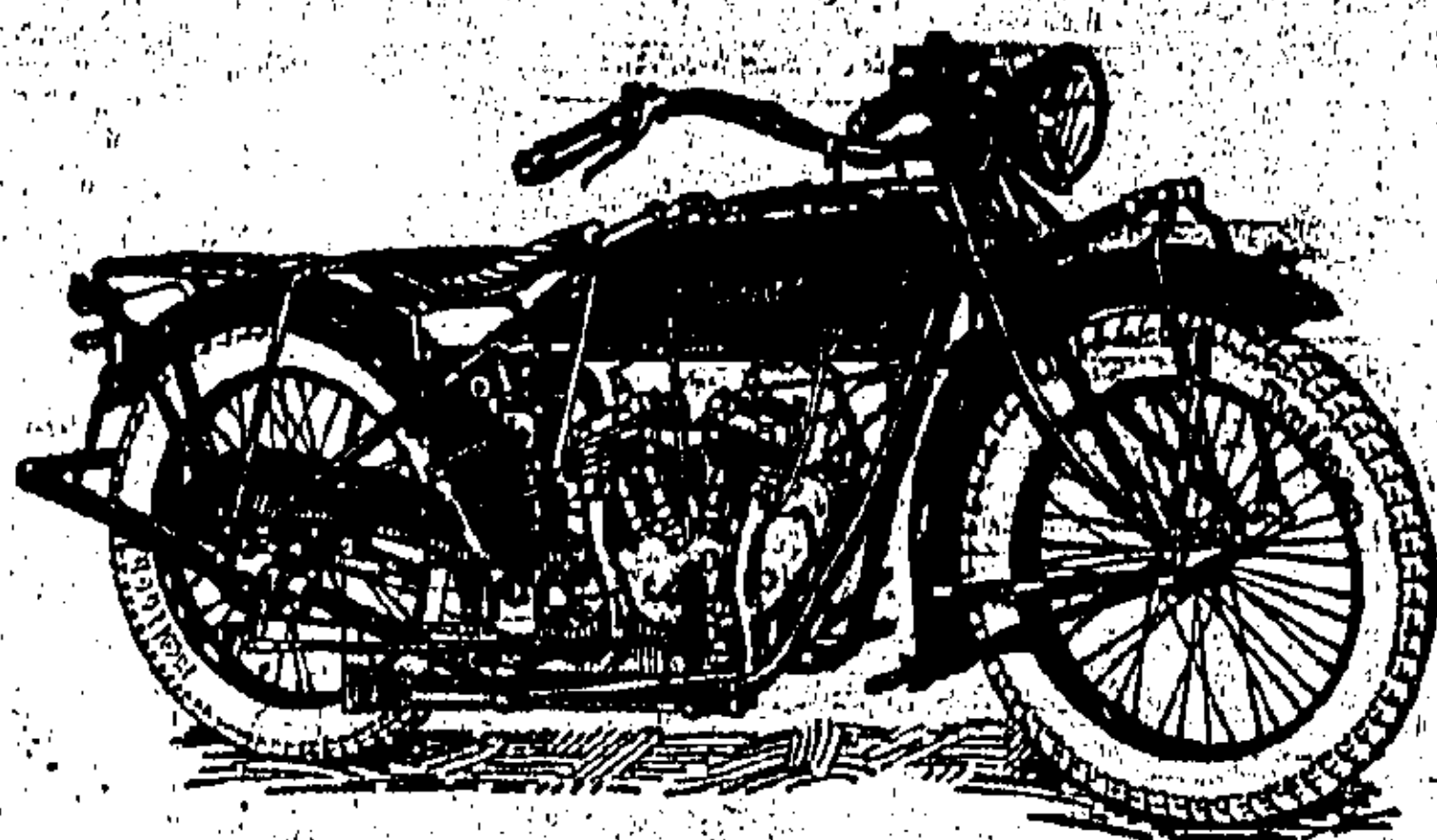
They cost no more than other tyres.

The product of the PIONEER firm of Tyre Manufacturers, they rank as the GREATEST OF ALL TYRES.

Look for the mark "Made in England"

DUNLOP RUBBER Co. (China), Ltd.
Hotel Annex Building,
Telephone Central 4564.

HONGKONG HOTEL GARAGE
Tel. C.4759, Distributors. Tel. C.4759.



NEW FEATURES FOR 1926

Balloon tyres, size 25 x 3.85
 INDIAN-Mosinger Bucket saddle.
 New wrist-resting handlebars.
 Ammeter with self-contained switch.
 Deeper cooling fins on cylinders.
 Larger diameter exhaust tubes.
 Longer bearing on gear shift lever.
 Cone type manifold and cylinder head connection—same type used on CHIEF.

It's easy to own an Indian Scout!
 Drop in and look 'em over!

ALEX. ROSS & CO., (China) LTD.
 Bank of China Building, and 1 A, Chater Road.

ATTENTION

FORD OWNERS

Arrangements have now been completed whereby Ford Owners are enabled to purchase

GASOLINE and TYRES

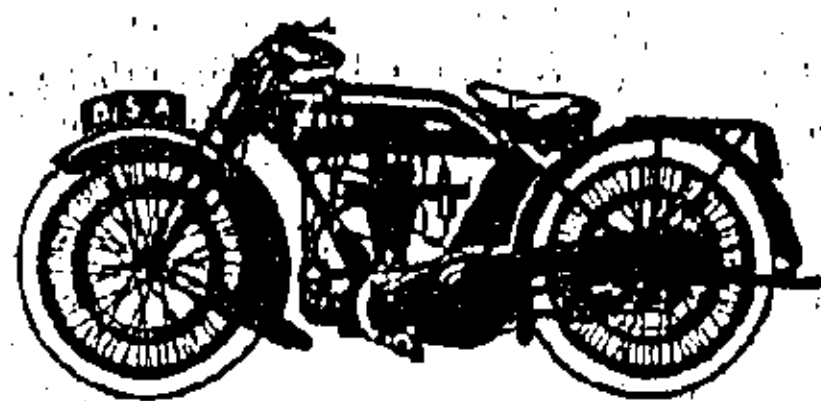
AT REDUCED PRICES.

ANDREW HARPER

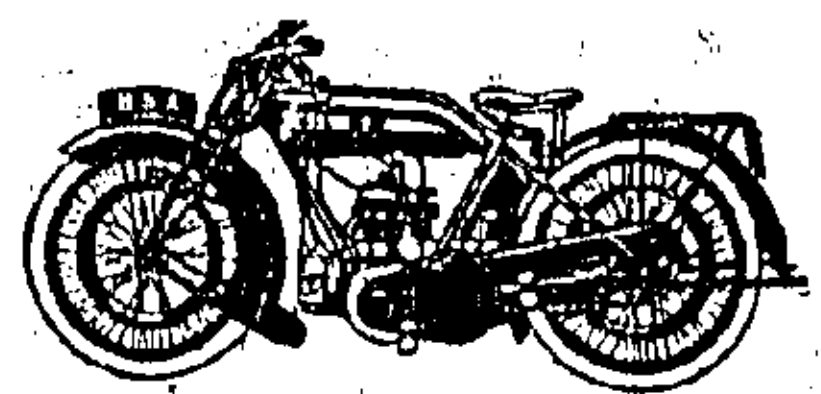
AUTHORISED FORD DEALER

6, Queen's Road Central ... Tel. C.4895.
 Chatham Road, Hung Hom ... Tel. K.1216.

B. S. A. MOTOR CYCLES



Famous For Reliability
 and Economy



Full Particulars from the
 Sole Agents:

THE SINCERE CO.

A suburban motorist was extremely worried the other day because he ran his neighbour down. Suburban wives, however, run each other down regularly and don't think anything about it.

With the invention of flexible glass, the prophets have been forecasting a motor car with a transparent body. That looks as though motoring honeymoons are to become a thing of the past.

MARINE MOTOR DESIGN.

A FORECAST FOR 1926.

A keen observer once remarked that British engineers improved their designs by taking bits off, whereas foreign designers were more prone to stick bits on. With one notable exception this applies very strongly to the trend of design in the marine motor industry. The Shipping and Engineering Exhibition, held at the end of last year at Olympia, London, was a liberal education in this respect, and incidentally confirmed in a remarkable manner the

tendencies foreshadowed in our forecast for 1925.

We indicated then that the year would see a further development along the lines set by the small 4-cylinder engines of about 10 h.p. which have proved so popular. The concrete manifestation of this development was to be seen at Olympia in the shape of 6-cylinder engines, notably the light Ailsa Craig "Six," a monobloc 6-cylinder marine engine of 16-20 h.p. of remarkably graceful lines and with a clean exterior, free from pipes and gadgets, which made an irresistible appeal to all visitors.

Such designs are only achieved by dealing with an engine as a whole, thus enabling all equipment to be built in, and not stuck on.

It is as much because of this strong demand for a clean design of engine as because of its greater efficiency that the overhead valve engine has made such notable headway during the past year. The indications of recent motor exhibitions show clearly that the marine motor of the future will be fitted with overhead valves, preferably with direct-acting overhead camshaft, thus again eliminating more working parts—the aim and object of the best British engineering practice. Such an engine is really to be seen in the Ailsa Craig designs.

During 1925 a demand has arisen for a sturdy type of high-speed motor of high efficiency, which can, however, be relied on to be run indefinitely and not to require the constant services of skilled mechanics, which has reacted so strongly to the discredit of purely racing types.

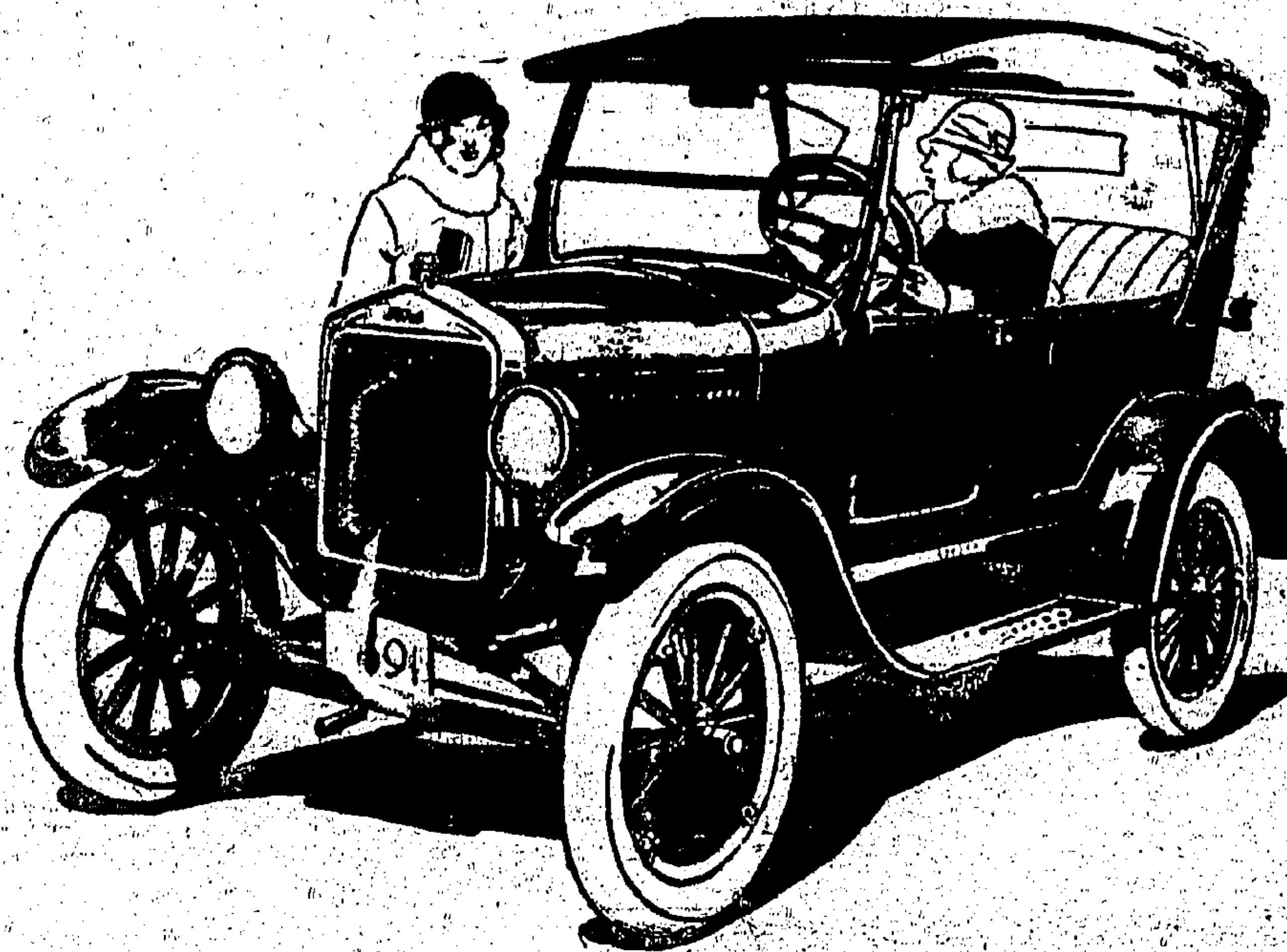
This demand will certainly receive the careful attention of designers in 1926, so that when the history of this year comes to be written we may be able to record a steady advance on these lines.

It was anticipated that 1925 would see a considerable increase in the use of reduction gears, and this has come about to such good effect that the demand for engines thus fitted will be even greater in 1926. Little change is likely to be seen in the designs, those of

the leading makers, such as Messrs. Thornycroft and Co., Ltd., the Ailsa Craig Motor Co., Ltd., and Gleniffer, having proved highly efficient and satisfactory. The manner in which the Ailsa Craig reduction gear can be swivelled around in a complete circle calls, however, for comment, for it enables the shaft to be above or below the crankshaft line or at any intermediate position on either side, thus enabling the engine to be fitted in even the most restricted situations.

Last, but not least, prices have been adapted to suit the pockets of users, and the values now offered are such as place the marine motor industry in the first rank of businesses which have returned to pre-war standards of prices, with even better value for money than ever before.

BEAUTY—COMFORT



With All Its Improvements
 Still Only H.K.\$965

No other car can give such value for your money as the improved Ford Touring Car.

Good looks? You must see the new models to appreciate their attractiveness. Your choice of colours, carmen lake, moleskin deep grey or tartan green.

Convenience? Snug fitting side curtains open with all four doors, steering wheel is lower, pedals are wider, fuel tank is under the cowl.

Comfort? The seats are wider and lower and deeply upholstered. The longer body gives increased leg room.

Efficiency? Body is all steel, brake bands and drums are wider, giving smoother action and greater power. The cooling is improved.

The Improved Ford Touring is a car to be proud of and one you can easily afford.

Andrew Harper

Chatham Road, Hung Hom, Kowloon: 6, Queen's Road, Central, Hong Kong.
 Telephones:— C.4895 and K.1216.

Ford Motor Company
 Detroit, U. S. A.

THE IMPROVED

Ford

MODELS

Touring, with demountables ... H.K.\$965

Runabout, with demountables \$905

Coupe, with self-starter and demountables \$1,475

Tudor Sedan, with self-starter and demountables \$1,525

Fordor Sedan, with self-starter and demountables \$1,625

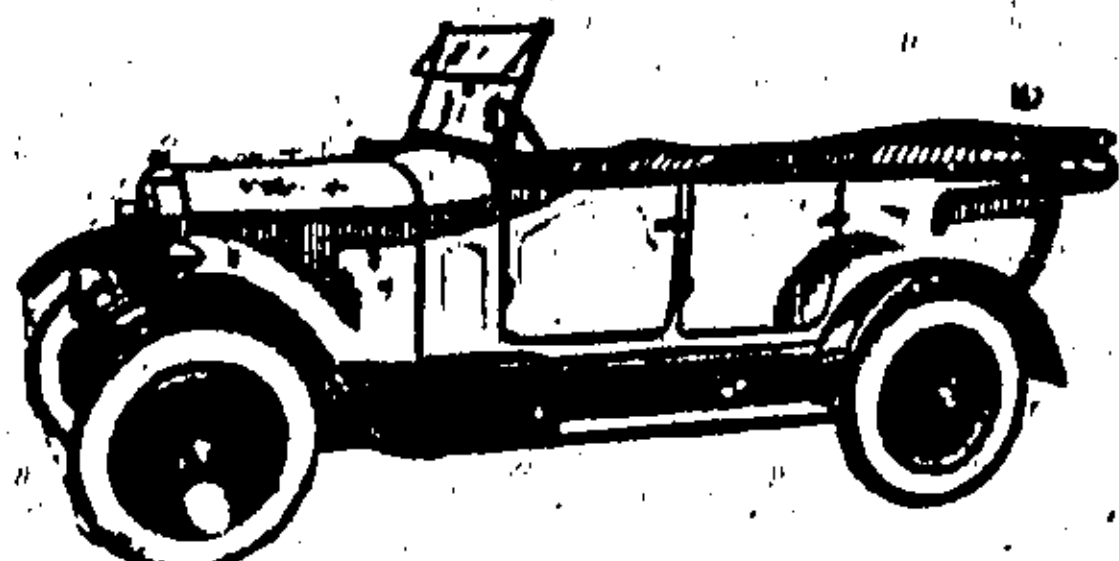
Balloon Tyres, H.K.\$50 extra.

CONVENIENCE—UTILITY

19 SINGER 26

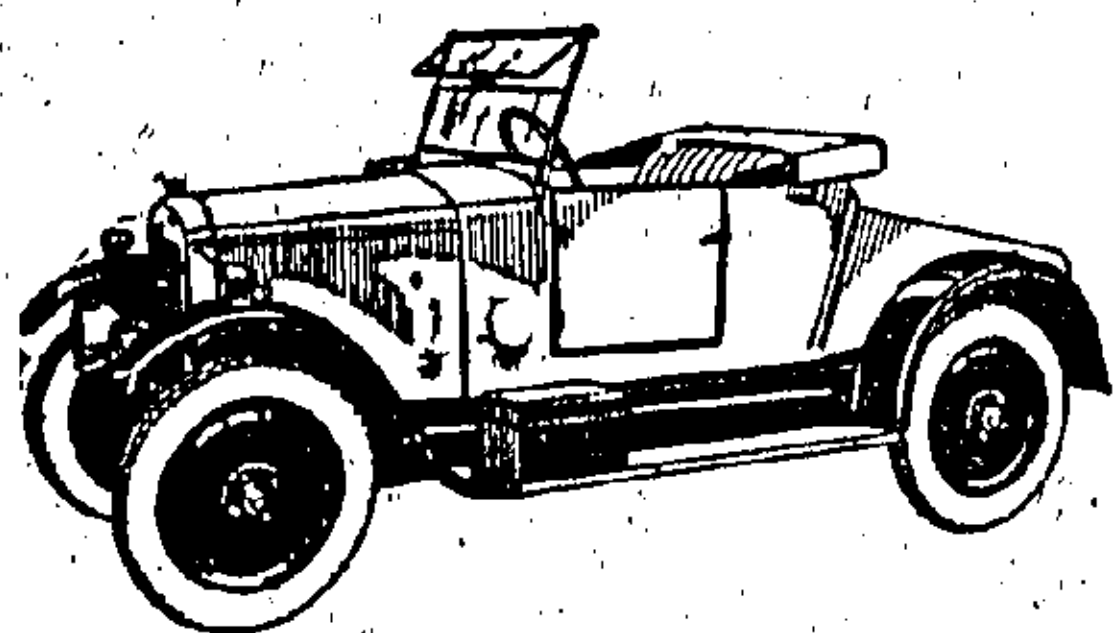
Specially Geared for Hongkong

The 1926 Singer represents the highest standard of British Motor Car Engineering—a standard which guarantees that every purchaser acquires a car made to last.



FOUR SEATER "DE LUXE"
\$2,200

British Throughout



TWO SEATER "DE LUXE"
\$2,200

Equipped with overhead valves, four wheel brakes, automatic windscreen wiper, pneumatic upholstery, Dunlop reinforced balloon tyres, complete all-weather equipment, large radiator, etc.

For Full Specifications and Particulars apply to—
GILMAN & CO., LTD.
HONGKONG BANK BUILDING.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
A GOOD SAFETY RULE.

A Good Safety Rule. Try This Out, While Driving, and See How Well it Works.

In an article published last summer by Messrs. Dickinson and Marvin of the Bureau of Standards, entitled "What is Safe Speed," a rule was laid down, which every motor car operator ought not only to know by heart and ponder deeply, but to follow at all times, as it is probably the best and most universally applicable rule for preventing collisions that has yet been formulated.

A Rule That Grows On One.

The rule reads: "Never operate your motor vehicle at a speed such that it cannot be stopped within the assured clear course." By "assured clear course" is meant that portion of the road immediately ahead, which can be seen to be free from danger and which observation indicates is free from the likelihood of danger suddenly developing upon it. The more one thinks this rule over, the more widely applicable it seems. No doubt most motorists have habitually followed the principles it embodies, as a matter of common sense; but it is a satisfaction to see these ideas so concisely expressed in words.

Restricting The View Ahead.

The clearly seen course is limited by curves and roadside objects located on curves; by the brows of hills which are being ascended; by other vehicles; by foggy, rainy or snowy atmosphere; by the glare of the sun or of approaching headlights; by the direction of projection and intensity of a car's own headlights and by other factors.

The Unexpected May Happen.

Possibility of the clearly seen course, becoming dangerous, through the sudden emergence upon it of vehicles or persons, depends upon its being crossed by intersecting ways, but little of which are visible; upon the presence of unmarked roads or by-

ways, which enter it; upon roadside structures or parked vehicles; from behind which pedestrians may appear; and upon similar conditions involving the unwarned appearance of road obstructions.

Judging Stopping Ability.

Even with the "assured safe course" for any moment correctly determined there is the ability safely to stop within it to be estimated. In accordance with existing conditions. To correctly predict minimum stopping distance the following factors must be taken into account: Whether the course is level, downgrade or upgrade; whether the road surface is firm or treacherous; whether tyre-chains are on or not; whether two or four wheels are braked; whether brakes are in good or poor adjustment and whether their linings have been affected by road splash.

Separating the Lambs From the Goats.

Dr. Dickinson proposes that safe and unsafe drivers be discriminated by road tests based upon their ability or inability to stop without previous notification, upon official signal, within "assured clear courses" picked out by the authorities.

"Straight" Glycerine as Anti-Freeze.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.)

Question: Would it be of any advantage to use all glycerine in the thermostat cooling system of my car?

Answer: It would not. Glycerine should not be used "straight" but always in admixture with water or alcohol and water. Adequate protection against freezing can be obtained by the use of such mixtures and unnecessary outlay for glycerine avoided. Straight glycerine is rather too syrupy a liquid to give energetic circulation, especially with a gravity system and its boiling point is so high (somewhere around 500° F.) that it is possible to overheat an engine very seriously, if it is used as an anti-freeze. It is even possible for it to become so hot as to melt the solder in the joints of the radiator. You would gain nothing and might invite trouble by using glycerine unless it is mixed with an equal quantity of water or water and alcohol.

"Stickum" for Felt.

Question: What kind of cement or glue can I use to stick felt strips onto my car? Everything that I have yet used for this purpose has cracked and loosened.

Answer: If we knew to what kind of surfaces, wood, metal or otherwise you wish to fasten the strips and whether the adhesive will be exposed to heat or moisture, we should be able to answer you more helpfully. In case you have not tried rubber cement, it might be well to do so, as it does not dry brittle, is waterproof and will stick to most surfaces, if they are free from oil or grease and have been slightly roughened. Thick shellac is also a good adhesive, where resistance to oil is desired and temperatures are not too high. If you will advise us exactly the conditions of use, we will try to look up a cement to meet them.

MOTOR INCREASE.

CEYLON'S MOTOR TRAFFIC.

The year 1925 saw another big increase in motor traffic in Ceylon and the latest figures give an indication of the growth of bus traffic in the Island. There has been a steady influx of motor cars and over a thousand were put on the road last year for private use alone. The total number of motor cars, both private and public, was 6,560 as against 5,281 during the preceding year. The number of buses on the road was almost twice as many as there were at the end of 1924. The fact that motor vehicles are being substituted for other means of transport is demonstrated in the increase of lorries, as many as 34 having been added to the register during the past year. The total number of lorries in the Island is now 1,061. The total number of mechanically-driven vehicles of all kinds was 11,497 as against 9,023 at the end of 1924.



The Dodge Brothers Dealers can supply the chassis on which any type of body desired may be built.

Chassis YB.....G \$1,600
Street Car Type 202 Motor Coach.....G \$3,840

From Rail to Rubber

A mighty new link has been welded inseparably into the world's transportation system.

The Motor Bus!

It spans the gap between city railways and suburban homes, between metropolitan depots and isolated towns. Keen visioned railroad and street car heads have welcomed the Motor Bus as an indispensable aid and ally. It is the connecting link that permits extension of their service to the remotest sections.

The light, fleet and sturdy Graham Brothers Bus especially impresses them. Powered by Dodge Brothers Engine and built by a manufacturer of acknowledged leadership and responsibility, it may always be relied upon to match the most punctilious schedules.

Graham Brothers Busses are roomy, comfortable and easily handled. They are dependable, long-lived and low in upkeep cost. Available in several attractive types and sizes—at price made low by large production.

THE DRAGON MOTOR CAR CO. LTD.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY,.....TEL. C. 1246 or 1247.

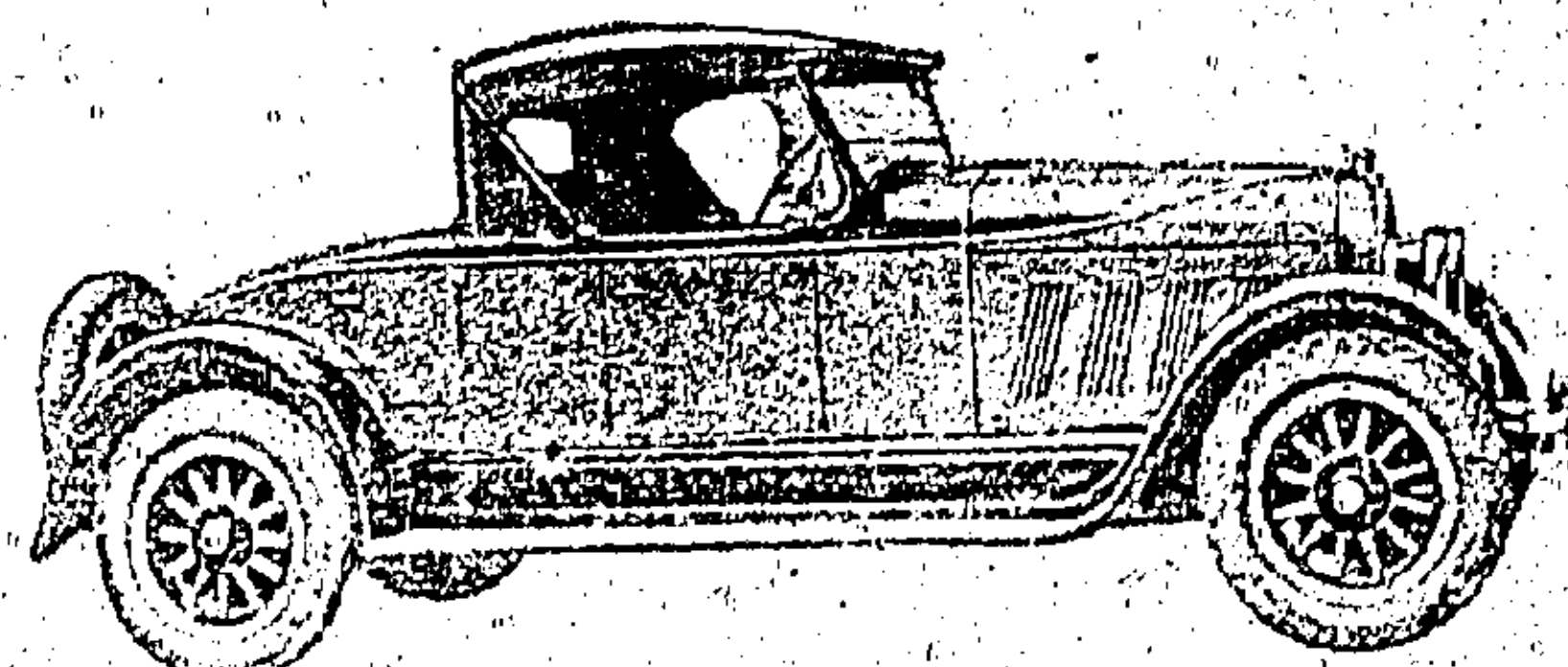
GRAHAM BROTHERS

CHASSIS—TRUCKS—BUSES

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

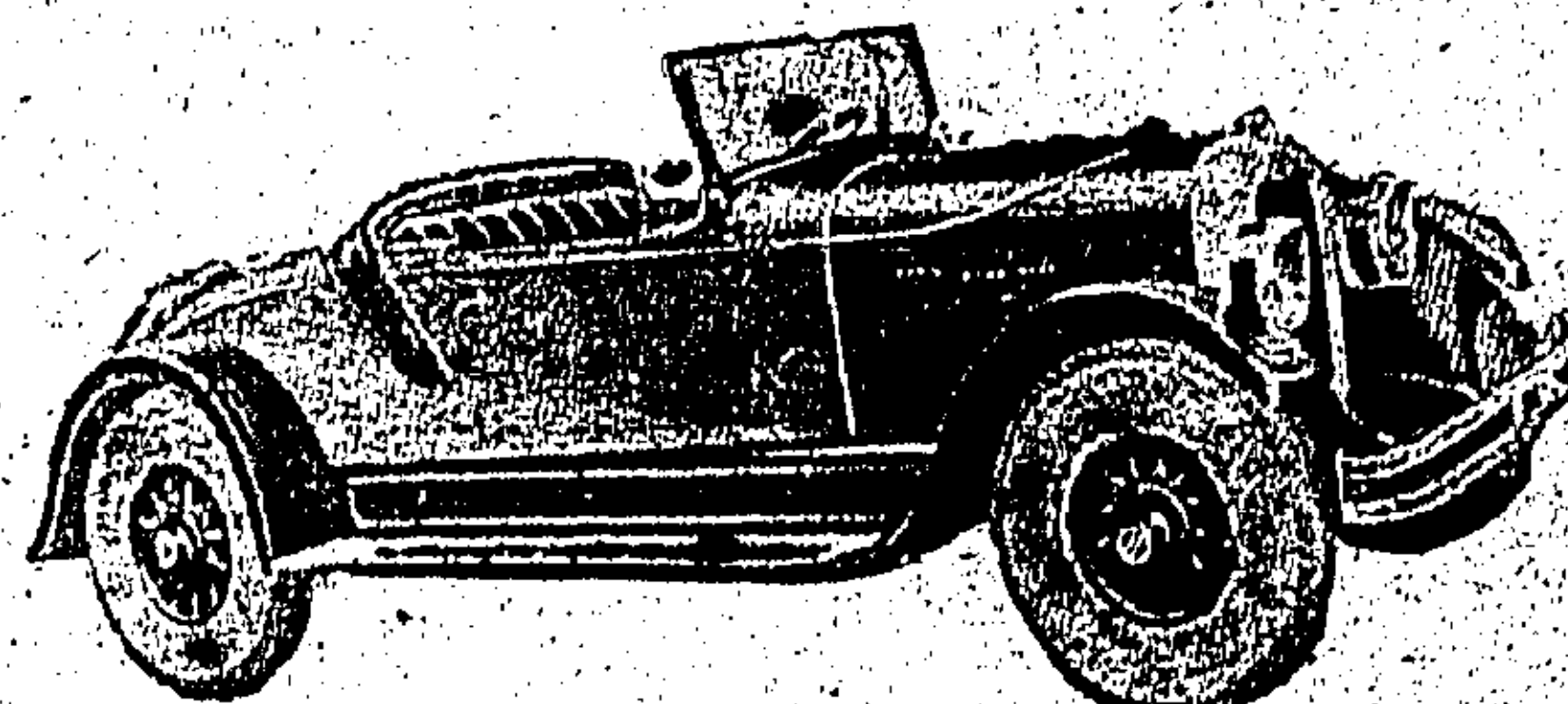
AUBURN

THE 8-88 ROADSTER



The "pleasure" car of the Auburn line. A run to the Club—Shopping tour or pleasure trip. Large comfortable seat in rear deck, entered through door, eliminating necessity of performing acrobatic stunts to get into and out of this seat. This door gives convenient access to rear compartment for golf clubs, packages or luggage when seat is not in use.

THE 4-44 ROADSTER



Same body design as the model 8-88 Roadster with same conveniences. Upholstery of brown-Spanish leather. Snap and pep to satisfy the most exacting demands on a real "pleasure" car. Looks that make it the centre of many eyes wherever it is parked. Not a pocket edition but a real car the same as the other 6-Sixty-Six models. 120" wheelbase.

SALE AGENTS FOR SOUTH CHINA

UNIVERSAL AUTO SUPPLY CO.

Inspect our large stock of Motor Accessories and Spare Parts.

Sole Agents for Indiana Trucks.

FIRST FLOOR ASIATIC BUILDING.

TELEPHONE C. 4815.

MORE MILES and SAFER MILES

A cool-running and flexible body of a new cord material SUPERTWIST, is now built into all Goodyear Cord Tyres.

It is SUPERTWIST that gives more miles in All-Weather Tread Tyres.

And they give safer miles—because this tread has a proved non-skid design that twenty years of tyre science have failed to better.

Next Time Buy

GOODYEAR

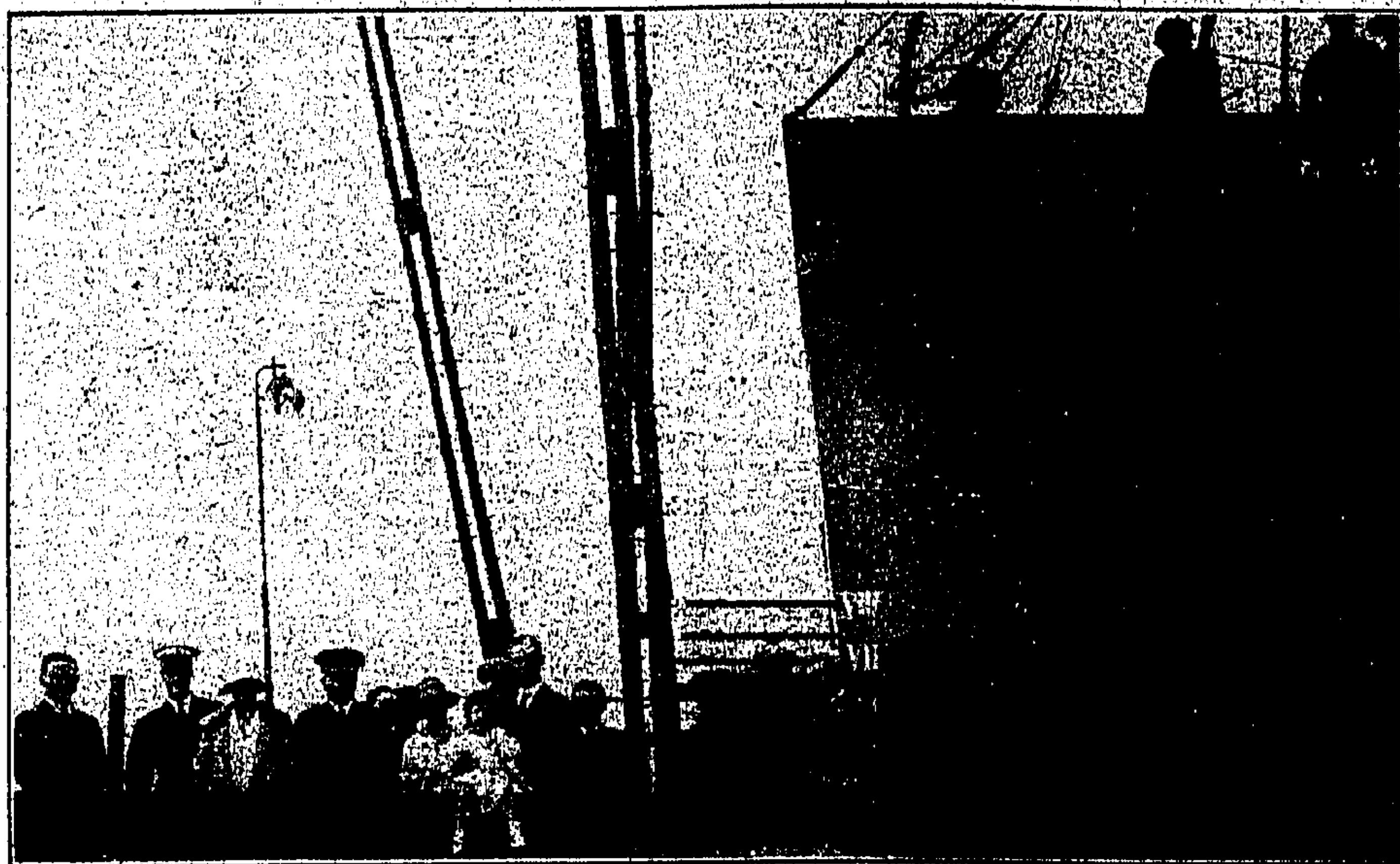
CORD TYRES

Made with SUPERTWIST
MADE IN CANADA

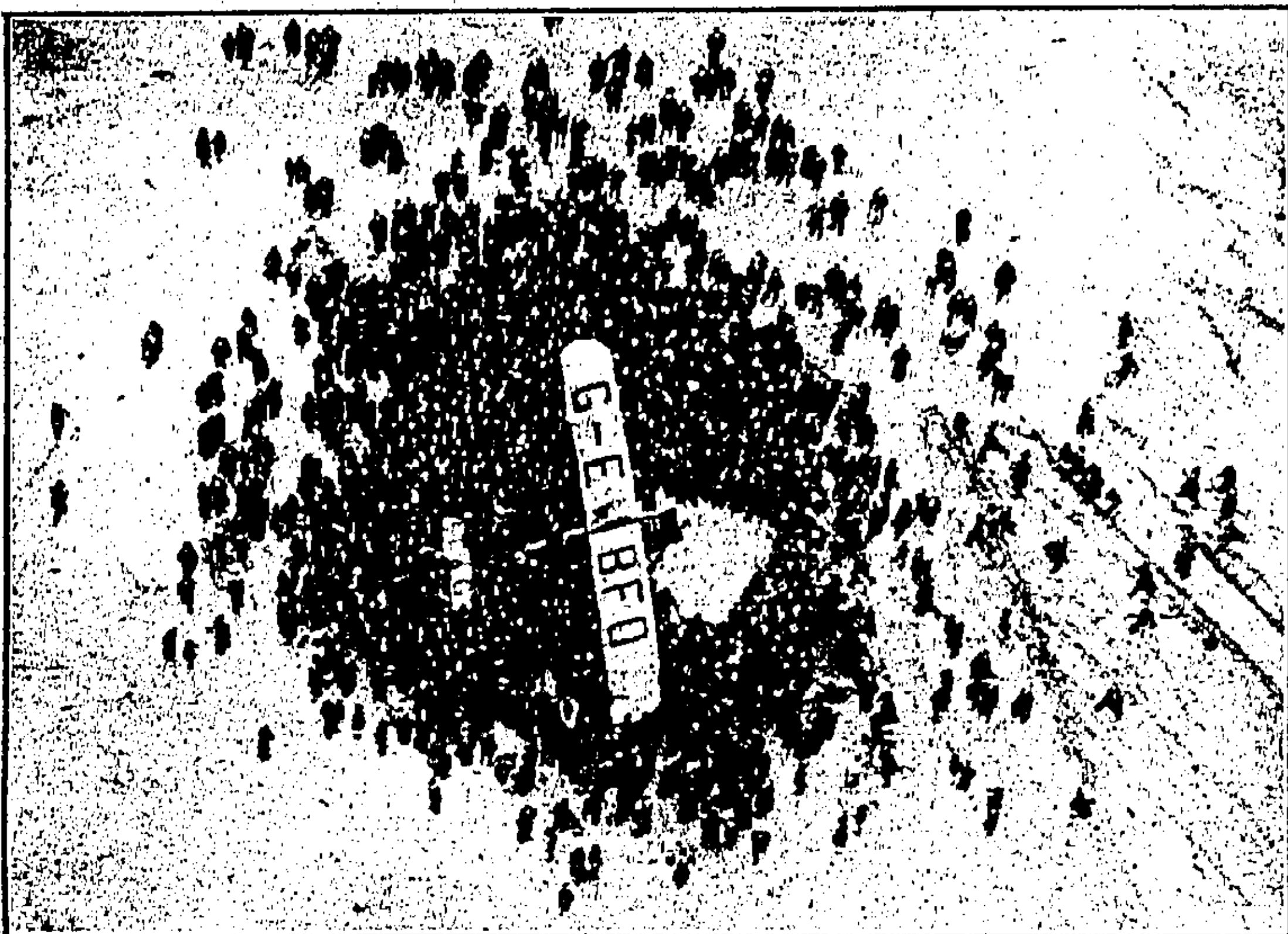
DISTRIBUTORS

ALEX. ROSS & Co. (CHINA), Ltd.

BANK OF CHINA BUILDING, HONGKONG.



On left is seen the new No. 4 Police launch, built by Messrs. W. S. Bailey and Co., Ltd., leaving slipway; whilst on right is a photograph taken at the launching ceremony, which was performed by the young daughter of Mr. and Mrs. T. H. King. (Photo: A. Leung.)



ABOVE.—Senor Affonso Costa, of Portugal, the newly-elected President of the League of Nations.

UPPER LEFT.—A remarkable aerial picture, showing the cheering crowd which welcomed Major Cobham back to Croydon.

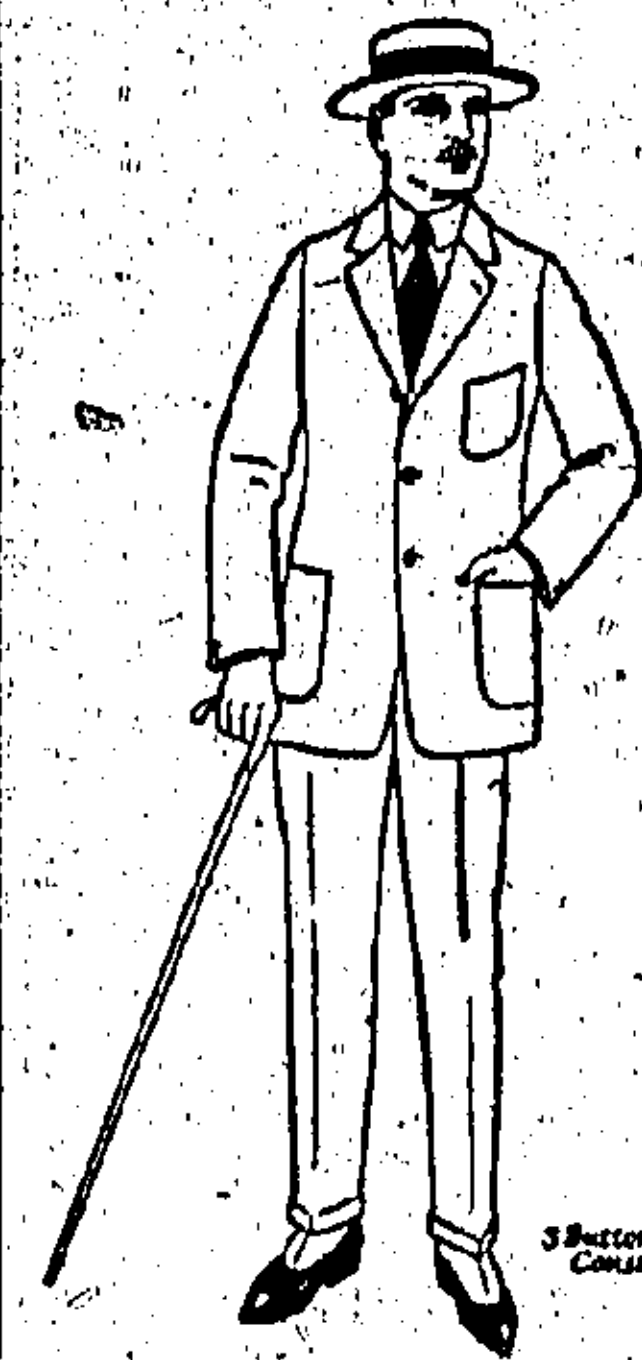
CENTRE LEFT.—A ball v. arrow "golf" match was recently played at Royston, Herts, and our picture shows one of the archers "driving off."

LOWER LEFT.—The Middlesex Ladies Athletic Club held a cross-country race at Sudbury, and the competitors are seen negotiating a stream.

BELOW.—The wedding, in Cape Town, of Lady Margaret Scott and Lieut.-Gen. G. Hawkins.



SUMMER SUITS



Made to your individual style and measures from English Palm Beach Cloth.

Plain colours or with neat stripe effects.

Coats from... ..\$21.00

Trousers from... ..\$11.50

We Allow 10% Discount for Cash

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS
Alexandra Bldg. Des Voeux Rd.

G. FALCONER & Co. (HONGKONG), Ltd.

UNION BUILDING (OPPOSITE G.P.O.)

WATCH AND CHRONOMETER MAKERS, JEWELLERS

DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver Ware, Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts | Heath Sextants, Night Glasses etc.
Kelyin Navigational Instruments | Stanley Drawing Instruments
Ross Londona-Telescopes & Binoculars | Watt's Theodolites, Levels etc.

We invite the Public to call and inspect our varied stock, and compare prices.

Over half a century's reputation throughout the East as the House of Quality.

Established1855.

ALBERT



FRENCH PASTRY COOK

22, Queen's Road, Central

— is making his name better known every day by his French Cooking, done exclusively with fresh butter.

The amateur "gourmet" fond of "Marseille's Bouillabaisse" "Escargots de Bourgogne" and all other famous French dishes can go to "Albert" with confidence.

FRENCH WINES — CHAMPAGNES — LIQUORS
DINNERS TO ORDER

Light and Dinners served from 10-30 a. m. to midnight.

French Cakes and French Chocolates made by "Albert" himself.

Nice selection of French fancy boxes just arrived from France by the "Andre Lohet."

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

THE MING YUEN STUDIO

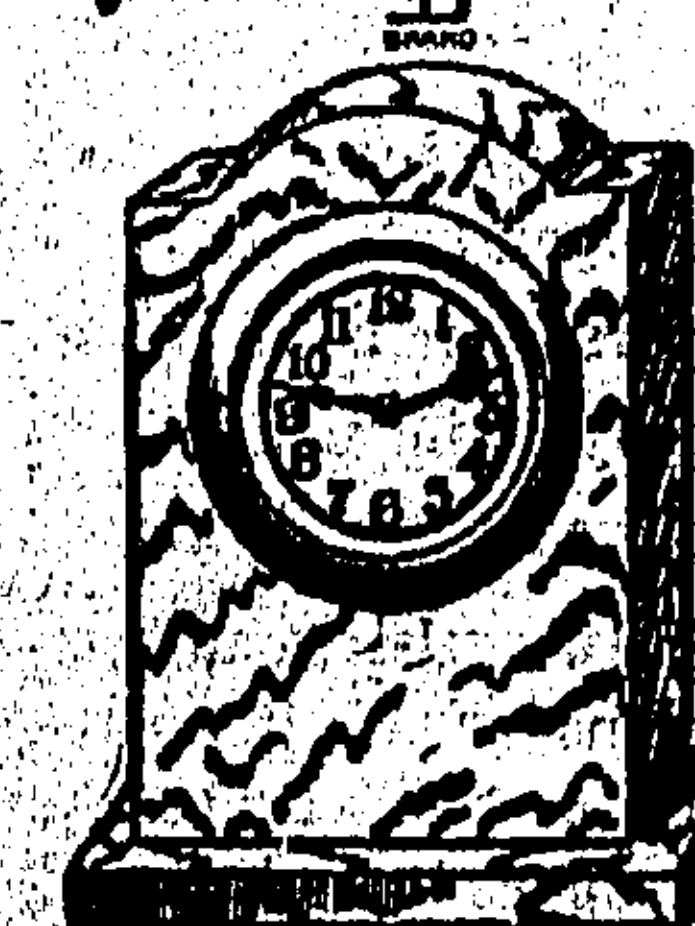
(Battery Path.)

Official Photographers to the "H. K. Telegraph"

WHITEAWAY'S

THE "TABLIC" CLOCK

THE "TABLIC" MARBLE CLOCK



ONE OF WHITEAWAY'S STANDARD VALUES

We have just received a further consignment of these serviceable and ornamental clocks. Try one on your Mantel Shelf or Dressing Table. In shades of yellow, pink, green and grey. Assorted shapes, good movement.

Standard Value **\$3.50**
Price

SPRING DISPLAYS IN ALL DEPARTMENTS

WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—
1314, 1376, 1384, 1385, 1392, 1342, 1397, 1409, 1418, 1375, 1441, 1444, 1456, 1462, 1495.

WANTED.

EUROPEAN Ladies' Maid to accompany a Lady to London via Canada, leaving about end of May. Apply Post Office Box 259.

LOST.

LOST.—Last Thursday in Hongkong Ladies' gold watch with black silk ribbon and monogram "H. K." on back. Please return to Russell Asiatic Bank or Telephone C. No. 4730.

PREMISES TO LET

FELIX VILLAS.—At the terminus of the new BUS SERVICE European residences equipped with modern sanitation, electric light, gas, as well as garage and comprising six rooms, four bathrooms, servants' quarters etc., at \$150 and upwards. These comfortable residences on Mount Davis Road, face South and are situated in one of the most delightful localities in Hongkong. Apply to the Hongkong Land Investment & Agency Co., Ltd.

VICTORIA HOTEL, QUIET RESIDENTIAL APARTMENTS.—Full board small room \$95. Monthly. Medium sized room \$120 inclusive. Large commodious bed-sitting-rooms \$130 monthly, 1 minute from Ferry. Next new hotel Hankow Road, Kowloon. Tel. K.357.

TO LET.—From May 1st, furnished 5 roomed house at the Peak. Apply Box No. 1495 Hongkong Telegraph.

TO LET.—Offices, spacious and airy in best locality Queen's Road about 2500 feet in one or two lots, attractive rental apply Box No. 1489 c/o "Hongkong Telegraph."

TO LET.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

TWO large rooms excellently situated for offices on the 2nd and 3rd floors of "St. George's" Building facing Igo House Street. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building.

ON or about March 1926 whole flat or spacious suite of offices in the "French Building" or "Victoria Building," No. 5, Queen's Road Central (between Chartered Bank and Mercantile Bank). Apply to: Banque de l'Indochine Chater Road.

GROUND FLOOR PREMISES "ST. GEORGE'S BUILDING," opposite the STAR FERRY PIER, best locality in Hongkong for Shipping Companies or Shops. Single Office room, or whole suite of 3 Office rooms for short or long lease. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building, 1st Floor.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

The forty-eighth ordinary annual meeting of the shareholders of the above company will be held at the offices of the General Agents, Pedder Street on Thursday, 22nd April, 1926, at noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1925.

The Transfer Books of the company will be closed from 8th to 22nd April, 1926, both days inclusive.

JARDINE MATHESON & CO., LTD.
General Agents

BOARD RESIDENCE.

"Huntington", Stubbs Road, Telephone Central 1038. Large airy rooms, cool situation, 15 minutes from town, car run for convenience of guests. Apply Mrs. R. T. Matheson.

MISCELLANEOUS.

FOR RENT six roomed house middle level. House wanted Peak with tennis court long lease. We have houses and land for disposal. Small Investors. Tel. 4630.

FOR SALE.

PACKARD SIX.—Condition in every way as new. Five perfect Tyres. Five-passenger. Superb engine (45113-42). Cash \$4,200, no offers. On view at Dragon Garage, Happy Valley. (For other car and cycle advertisements, see Motor Supplement)

FOR SALE.—Gramophone Columbia G. 2 Cabinet Model Nonset Self Stopping. Excellent Condition. \$175. Apply Box 1453 c/o Hongkong Telegraph.

FOR SALE.—Three Letter Press Printing Machines, with motors. Apply Manager "S.C.M. Post."

FOR SALE.—STEAM LAUNCH about 60 feet long, in excellent condition and suitable for Harbour and River Work. Apply Box 1439 c/o "Hongkong Telegraph."

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES

The undersigned, going home on leave, begs to inform that Mr. Limage has been appointed local Agent of the Compagnie des Messageries Maritimes with effect from the 13th instant.

C. R. MIOLLIS,
Acting Agent.

NOTICE.

THE SIMPLEX PLASTER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the Second Annual Ordinary General Meeting of the Company will be held at their Registered Offices, 2nd Floor, Powells' Building, on THURSDAY, 22nd April, 1926, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the Directors, together with a statement of Accounts for the year ended 31st December, 1925.

The Register of Shares of the Company will be closed from the 15th to the 22nd April, 1926, inclusive.

THE HONGKONG EXCAVATION, PILE DRIVING & CONSTRUCTION CO., LTD.
General Managers.
Hongkong, April 14, 1926.

NOTICE.

Notice is hereby given that THE "HONGKONG TELEGRAPH" has not entered into any arrangement with any person or agency employed in canvassing for advertisements.

Advertising suggestions are submitted free, and schedules prepared and maintained by our own Advertising Department.

All enquiries should be addressed to the Manager.

Telephone No. C. 1

CHINA UNDERWRITERS, LIMITED

NOTICE is hereby given that the second Ordinary Yearly Meeting of Shareholders of China Underwriters, Limited, will be held at the Offices of the General Managers, Messrs. Showan, Tomes & Co., St. George's Building, Chater Road, Hongkong, on Monday the 26th day of April 1926, at 11 o'clock in the forenoon for the purpose of receiving the Report of the General Managers and a Statement of Accounts for the year ending 31st December, 1925, and of electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from 19th April 1926 to 26th April 1926, both days inclusive.

By Order of the General Managers,
R. FARRANT,
Manager & Secretary.
Hongkong, 14th April, 1926.

EXHIBITION OF WATER COLOURS AT KOMOR AND KOMOR

Alexandra Building.
This being the last Exhibition in our present Art Room before removing to our new premises a special selection of pictures by the best Artists of Japan will be shown. Prices ranging from \$2.00 to \$35.00. This EXHIBITION is open from 10 a.m. to 5 p.m. for TEN days only. A cordial invitation is extended to all lovers of ART.

KOMO & KOMO

Oriental Art experts.
Des Voeux Road, Hongkong.

CHURCH NOTICES.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Train Station; Sunday Service, at 11.15 a.m.; Subject: Doctrine of Atonement; Wednesday Evening Meeting at 5.30 p.m.; Reading Room at above address, open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m.

S. John's Cathedral, Hongkong April 18th 1926, the 2nd Sunday after Easter. Holy Communion (8 a.m.). Children's Service (10 a.m.). Matins (11 a.m.). Holy Communion (12 noon) Evensong (6 p.m.).



IMPORTED DAILY

You are assured of Fresh, Clean and Pure Fish, if you buy it at the

HONGKONG FISH STORE
59, Des Voeux Rd. TEL. C. 234

LAMMERT'S AUCTIONS

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction on WEDNESDAY, the 21st April, 1926, commencing at 2.45 p.m., at No. 10, Eastern House (Top Floor) Hart Avenue, Kowloon.

A Quantity of Valuable Household Furniture.

Catalogues will be issued. On view from Tuesday, 20th April, 1926.

Terms:—Cash on Delivery.
LAMMERT BROS., Auctioneers.
Hongkong, April 13, 1926.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS, IMPORTERS, EXPORTERS & GENERAL BROKERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction (For Account of the Concerned),

on WEDNESDAY,

the 21st April 1926, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street, Valuable Teakwood and Blackwood Furniture, and Household Sundries.

On view Monday.
Terms:—Cash on delivery.
HUGHES & HOUGH, Ltd. Auctioneers.
Hongkong 15th April, 1926.

FOR THIS WEEK'S BARGAINS IN MOTOR CARS AND MOTOR CYCLES, SEE SPECIAL ADVERTISEMENTS IN THE MOTOR SUPPLEMENT.

PRINCE CHICHIBU.

HIS PROBABLE BRIDE.

Miss Setsuko Matsudaira, eldest daughter of Ambassador Matsudaira in Washington, who is winning the name of the Princess from the Land of the Cherry Blossom in society circles in Washington, is mentioned as the prospective bride of H.I.H. Prince Chichibu who is now prosecuting his studies in England.

The Japanese community in Washington is highly elated over the happy news which it has learned from a reliable source in Tokyo. The Imperial Household Office authorities will go about the choice of the Imperial bride when Prince Chichibu returns to Tokyo early next year, and it is understood that the choice will most likely fall on Miss Matsudaira.

Is Of Noble Lineage.

Ambassador Matsudaira is not a peer by title though he is a descendant of noble lineage. Mrs. Matsudaira is a sister of Marquis Chokuei Nabeshima and younger sister of H.I.H. Princess Nashimoto.

Miss Setsuko Matsudaira is registered as a member of the family of Baron Yasuo Matsudaira, who is Ambassador Matsudaira's brother. Prince Chichibu will set a precedent if he marries Miss Matsudaira, for hitherto no Imperial Prince has ever married a commoner.

Mr. Ichiro Matsudaira, 20-year-old son of Ambassador Matsudaira, is the only member of Ambassador Matsudaira's who is staying in Tokyo. Mrs. Matsudaira and other members of the family being in Washington. In her letter to her brother Miss Matsudaira wrote in January that she appeared in a Washington society in Japanese kimono and won popularity. Miss Matsudaira is good at piano and Nagauta music. She studied French while she was attending the Peers' School, and has attained proficiency in English in Washington.

Sir Walter Gilbey, speaking at the annual dinner of the St. Marylebone and Paddington Licensed Victuallers' Association, said he understood that there had been some comment because he had not yet accepted a newspaper's challenge with regard to the result of a tax on betting. He now publicly took up the challenge on the following terms:—"When an Act is passed for the taxation of bets, and a licence duty is placed on all bookmakers, I am agreeable to deposit in cash with any bankers in London the sum of £1,000 that this tax will realize within the first 12 months after the date of the commencement of its collection not less than £3,000,000, the winner to give the sum in his name, one half to the Rous Memorial and the other half to the Rous Hospital in Newmarket."

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E. V. M. R. DE SOUSA.

ATHEIST CLUB.

FOR "CONDEMNED SOULS."

New York, March 3.—The Rochester Journal and Post-Express says to-day that the "Damned Souls" Society has been formed by students at the University of Rochester, a Baptist institution, "to prove the necessity of atheism and to abolish belief in God and all religions based on that belief."

The new society, now with a membership of thirteen students, including men and women of both upper and lower classes, aims, its leader said, "to convince those who are on the fence of the necessity of rejecting a theological God and all forms of religion based on the powers attributed to this God."

The newspaper says that the American Association for the Advancement of Atheism, Inc., of New York, has offered its aid to the club.

In a letter to Mr. Salvatore Russo, who with his brother Carl, Mr. John Ortolani and Mr. Joseph Levine was a prime mover in the forming of the club, Mr. Freeman Hapgood, general secretary of the national organization, offers to recognize the "Damned Souls" as an authorized branch of his association.

The local branch, said Mr. Russo, "will be open only to those who profess no religious denomination. I believe we will get most of our members from those who now misunderstand the meaning of atheism. We will also attempt, as soon as our weekly meetings are begun, to have college professors address us."

"Later we hope to extend beyond the college and enroll members from the city. Those who join us must pledge themselves never by word or deed to compromise with clericalism."

\$4,000 SPECK.

LOST AND FOUND AGAIN.

Seattle, March 10.—Seattle gasped in astonishment to-day as Mr. F. A. Osborn, professor of physics at the University of Washington, and Captain Charles J. Hutchinson, a special investigator, returned from Sumner, Wash., with four tubes of radium, valued at \$400, which had been recovered from a boxcar of waste paper.

The radium, accidentally dropped into a waste basket in a local physician's office, was the object of a \$1,300 reward. Captain Hutchinson found that the paper from the building was collected by a local concern and shipped to a paper manufacturing concern at Sumner.

Enlisting the aid of Professor Osborn, he hurried to Sumner, where a scientific apparatus, the electroscope, able to detect the presence of minute quantities of radium, was put to work. While a scoffing crowd surrounded the boxcar, the investigator and the professor finally brought a small soiled piece of antiseptic gauze to light. It was unwound and inside were found the tiny tubes of radium.

The crowd cheered.

ORIGIN OF SALT.

THEORY OF A COSMIC CATASTROPHE.

The origin of rock-salt, a matter of frequent conjecture among geologists, was discussed by Mr. Charles E. Newton in a paper read before the Manchester Geological and Mining Society. Mr. Newton advanced the theory that the presence of salt both in the sea and the salt beds was due to a cosmic catastrophe, the near approach to possibly the collision of the world with a sun, when contact with iron, sodium, and helium vapours caused a deposit of salts (which the lecturer calculated at 100 yards thick) over the whole of the earth's crust.

We had been too much obsessed, he suggested, with the idea that existing causes, self-contained in this globe, explained all the phenomena of the past. Might it not be possible that certain periods in the world's history could best be described as catastrophic? How otherwise, for instance, could it be explained that whereas the seas of Primary times were fresh water, with little or no salt in them, those of Triassic were, and have remained, distinctly salt? He would venture the assertion, which might possibly be disputed, that rock-salt was a stratigraphic or less uniform in its deposits, but that, owing to its solubility, so much had been dissolved that it was now found only in more or less isolated lenticular masses. The salt beds generally belonged to the same period of time.

On the theory that salt had its origin in the evaporation of sea water enormous volumes of water would have to be evaporated to extract the 3½ per cent. of salts contained in it. Besides this, there was a significant chemical difference between the saline ingredients of sea water and rock-salt.

The Theory Worked Out.

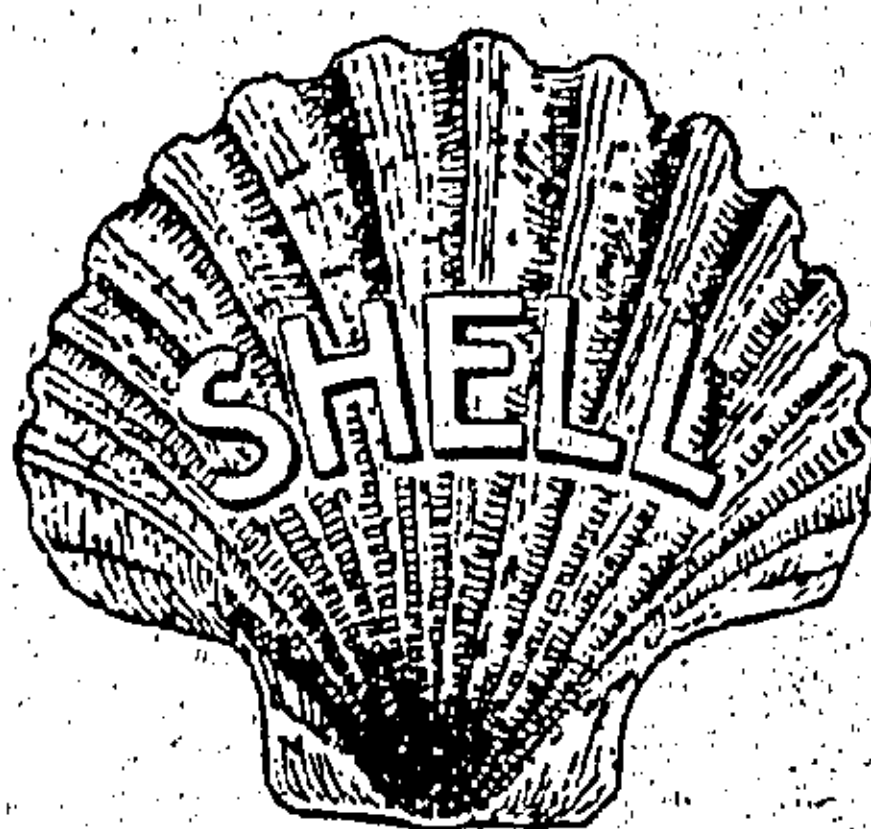
His theory of the origin of rock-salt, he said, postulated a collision with a sun, or some planetary body of similar constituents, instead of the incredibly long process of deposits in a calm and peaceful world, full of inland shallow seas and lakes, periodically supplied with water, presumably salt. "Can we visualise," he said, "a world travelling slowly but surely towards a sun? The temperature was growing gradually hotter as the globe approached the sun, until, towards the close of the Carboniferous times, the heat was so great that all land surfaces, including the South Pole, were covered with dense tropical vegetation which, with the fresh water oceans, harboured life of many varied forms. Then the great trouble began as the globe approached the outer fringe of the sun's chromosphere. Violent convulsions of the globe occurred, the seas swept over the forest-covered lands, burying them under sand, and subsequently heat and pressure converted them into coal.

"Nearer came the climax, the magnetic forces of the two bodies combined to wreck the globe. Earthquakes and volcanoes broke up the thin crust, upsetting all the rocks which had previously been deposited more or less horizontally, raising mountain ranges, and, setting the rocks, including the coal measure, at all angles of dip, some on end, and some doubled up to such an extent that in a mine at Radstock, near Bath, by a vertical shaft no less than the same seam of coal is pierced three times. Another and final shock came with the impact of the two bodies, when the earth became enveloped in the sun's tumultuous ocean of glowing vapours, containing among other constituents hydrogen and sodium chloride. This latter must have been so superheated as to crystallise out when in contact with the earth, and at the same time be absorbed by the terrestrial oceans. So the sea became salt, and salt beds, interstratified and covered with mud, practically encased the whole of the earth's land surfaces, to the extent of 100 yards thick."

That his ashes should be scattered in some beautiful spot in the Isle of Wight is a direction in the will of the late Mr. Frank Moray, chairman of the Guild of the National History of the Isle of Wight.

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remove it.
It clings to teeth, gets into crev-
ices and stays. It absorbs discol-
orations and gives your teeth that
cloudy, "off color" look. Gums
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they, with tartar, are a chief cause
of pyorrhea.

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teeth remain dull and
unattractive.

New methods remove it. And
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LEIPZIG FAIR.

GERMAN DEPRESSION
AFFECTS BUSINESS.

Berlin, March 5.—This year's
Leipzig Spring Fair naturally
suffered from the widespread de-
pression in Germany. Home
buyers in almost all branches
held back owing to deficient pur-
chasing power, so that the direct
business done at the Fair was
very little. Nevertheless there
seemed some improvement in
the general outlook, and there
were certainly more visitors from
abroad than at the last Fair;
considerable numbers came from
the Balkans, the Succession
States, Scandinavia, Holland, and
Great Britain. It may be that
foreign visitors were tempted by
all the complaints that have been
made of bad business in Ger-
many, and had some expectation
of getting bargains. If so, they
were disappointed. Prices had,
however, fallen in many branches
sufficiently to make competition
possible with foreign offers.

In the Textile Fair business
was very poor; the turnover was
only one-tenth of that of last
autumn. So far as the home
buyer is concerned there seems
no longer any occasion for a
Textile Fair, and its present
dimensions and cost are excessive
also in proportion to the number
of foreign visitors. Only a very
few foreign buyers of textile
goods came from Holland,
Scandinavia, and the Succession
States; some good orders were,
however, booked for Great Brit-
ain and America for ladies' stockings.

The Shoe and Leather Fair had
little success. Some firms who
had booked stands did not come,
and of those that did come only
a few, who had elegant shoes to
offer cheap, were able to secure
satisfactory bookings. Makers of
house shoes, some of whom are
doing good business with Eng-
land apart from the Fair, were
not altogether satisfied with the
Fair.

In the Engineering Fair a new
hall had been opened for the fuel
and heating industries, and here
there were plenty of visitors, but
the business done was very
small. It is, however, not to be
expected that many orders should
be booked on the spot in the
Engineering Fair; its main
function is to show machinery as
far as possible at work, to enable
visitors to survey the field, and so
to secure connections which may
lead later to actual business.
Textile machinery was repre-
sented on a smaller scale than
was expected. A number of
Alsian and Swiss firms, how-
ever, exhibited for the first time
at Leipzig, and aroused some in-
terest. There were also big gaps
in the hall of the heavy industry.
The most important novelty in
this hall was a seamless giant
boiler exhibited by the firm of
Friedrich Krupp; it is destined
for the important new electricity
works at Rummelsburg. The
firm has a number of foreign or-
ders for this new speciality. An-
other novelty exhibited by Krupp
was a double gill box with
graduated fallers. A further
novelty was a wool-combing
machine, with constructional

LESE-MAJESTE.

THE END OF A DOMESTIC
QUARREL.

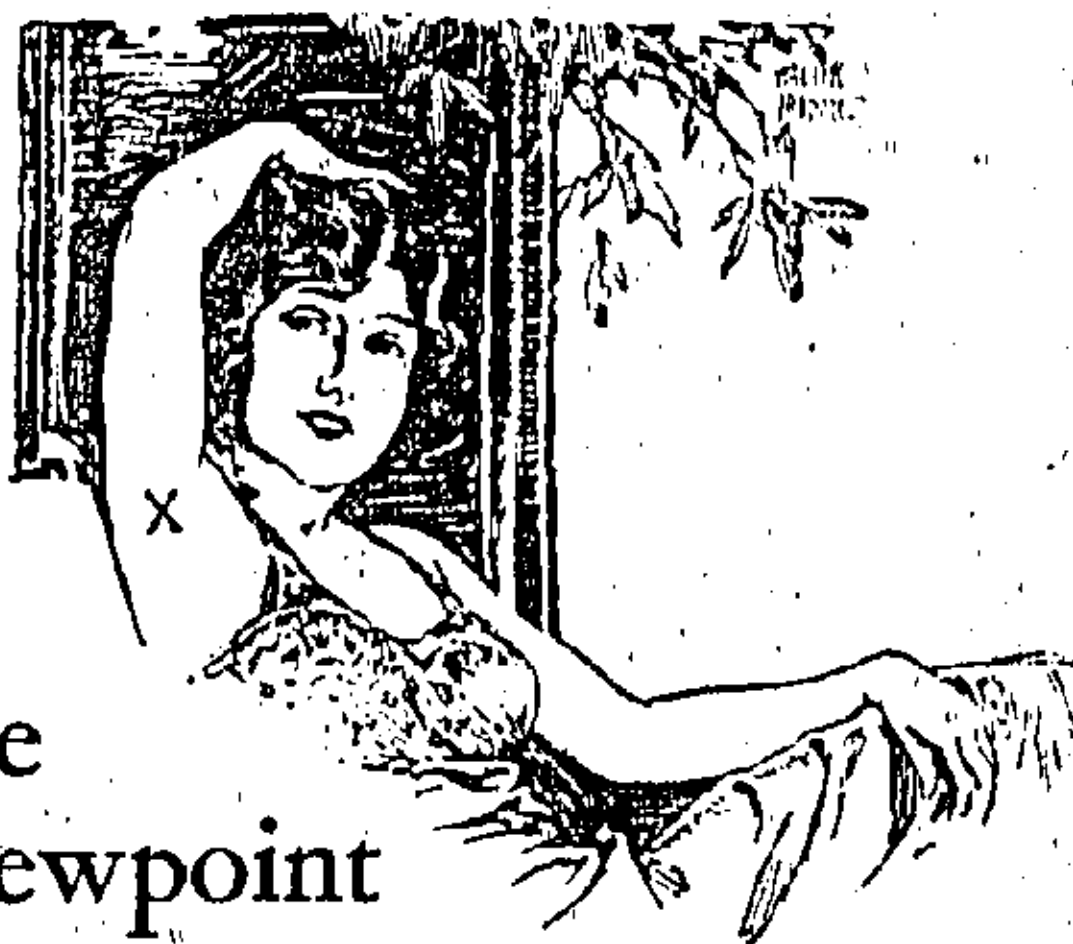
Belgrade, March 3.—A curious
case of lese-majeste is reported
from Skopje, former Uskub, and
the decision of the court has
created a difficult precedent. A
veteran of the series of Balkan
wars quarrelled with his wife, and,
by way of clinching the argu-
ment, jerked the breast of his
coat in her face and brandished
the row of medals on it. The
lady, with more outspokenness
than prudence, retorted that me-
dals were no proof of sense, and
that the donor of them (i.e. the
King) was a fool to give them to
such a poor specimen of human-
ity. She proceeded to pull them
off his coat and fling them on the
floor.

Having lost authority at his
own hearth, the veteran appealed
to the courts of justice for assist-
ance, and brought a charge against
his wife that she had insulted
King Alexander. The Skopje
courts, with characteristic lack of
humour, took the affair seriously,
and sentenced the woman to three
years' imprisonment.

improvements substantially in-
creasing the rapidity of work and
enabling correspondingly greater
daily production to be secured.

The hall of the electrical in-
dustry was visited by consid-
erable numbers; the various
branches of this industry con-
tinued to be well engaged. A
novelty exhibited by the A.E.G.
was a lighting switch for 1,000 to
2,500 amperes and 1,650 volts,
enabling a considerable current
to be cut off in something like one
three-hundredth of a second;
other novelties were small auto-
matic switches in various ap-
plications, high tension cables up
to 60,000 volts, electric filtering,
purifying, and disinfecting ap-
paratus, a new three-phase al-
ternating current motor, which
by the use of specially treated
material makes possible con-
siderable reduction in weight and
bulk, and, finally, a transportable
petrol dynamo as prime mover
for local transport, bending
machines, pumps, radial drilling
machines, and winding machines.
At the stand of the Siemens con-
cerns, on the other hand, a most
striking novelty was the electric
hot riveter, worked with the
utmost simplicity and which
effects great economy used as
the formerly common portable
forge.

Leipzig, March 6.—The Leipzig
Fair came to an end to-day, with
the exception of the technical
section. The number of visitors
has considerably exceeded ex-
pectations, and the total number
of visitors can be estimated
roughly at 140,000, including
20,000 foreigners. The number of
exhibitors was 10,300. The busi-
ness done in many branches was
substantially better than had
been hoped for in view of the
economic situation; in particular,
the export business in the tech-
nical section and in china, glass,
stone, and wooden goods was not
so bad, and in some cases even
fairly good.



From the
man's viewpoint

HE may thrill to your smartness yet never notice the cut
or color of your gown. But should he glimpse the
slightest trace of unsightly hair—the whole impression is
spoiled; he classifies you from then on as a woman lacking
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easy to use, delicately fragrant, X-BAZIN leaves your skin
petal-soft and white. X-BAZIN does not coarsen, darken,
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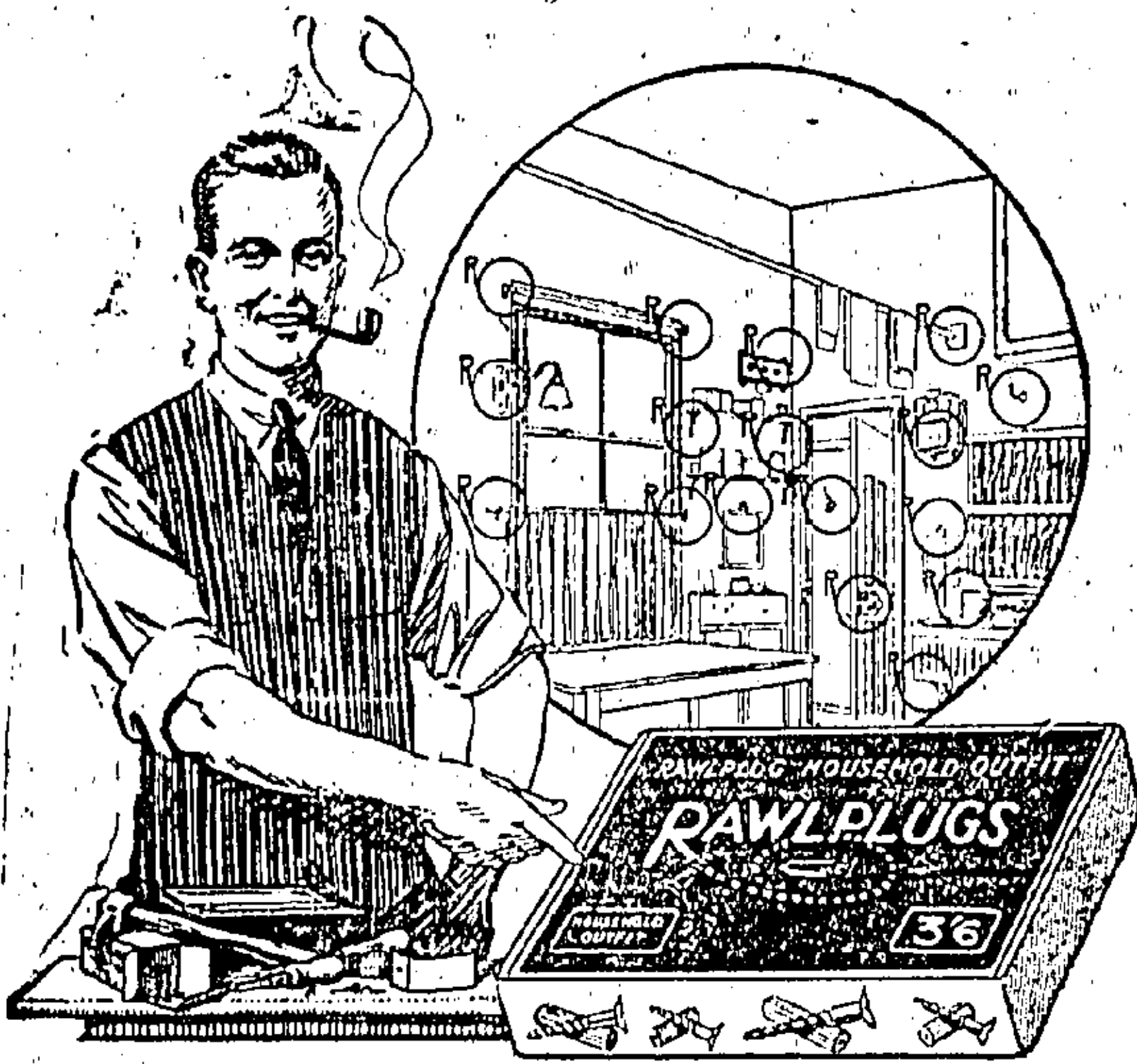
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CROWDED NATIONS
OF FAR EAST.

JAPANESE DEMANDING
RETURN OF LAND.

Tokyo, March, 25.—That the West owns too much of the earth's surface and that the East must have more than the Orient has to-day is a contention very often made by Japanese publicists and politicians. That some of this land still lies undeveloped, although Occidental nations have held it for a long period, is adduced as a further reason why "simple justice demands some return to the crowded nations of the Orient of some of the lands taken away from the East by white races."

The latest person to advocate this is Mr. Yusuke Tsurumi, one of the leaders of the younger liberal element of Japan. Mr. Tsurumi is son-in-law of Viscount Shimpei Goto, famous Japanese statesman, and returned recently from the United States where, at the invitation of leading jurists of America, he delivered a series of lectures on Japan in practically every state of the Union.

Taking for his subject "Peace," Mr. Tsurumi told the Tokyo Women's Club that "behind all peace talk there must be an understanding of the demand of the less fortunately placed for justice. "Just treatment of all human beings on a basis of 'live and let live' policy," he said, "is absolutely necessary. If peace talk is based upon such an understanding it will be constructive and beneficent, but it will be futile if latent needs of unfortunate nations be ignored."

"The desire for World peace is dominant all over the world," he declared, "particularly in the West as a result of the Great War. But it must be remembered that, in the Orient," he went on, "an irresistible tendency is rooted in the people to feel that they have lost territory to the West, which has caused inherent resentment. The fact that the West, with vast territories gained by conquest, has slammed the doors of those lands in the faces of the peoples of the Orient, especially when these vast areas are sparsely populated, is regarded both as a racial insult and as an economic injustice. As a result the Orient cannot understand how a country which has placed a ban on Oriental immigration has the nerve to talk of internationalism."

KOREAN AND JAPANESE
SENTENCED.

Bokuretsu, a Korean, and Fumiko, a Japanese girl, with whom Bokuretsu lived, were to-day sentenced to undergo the extreme penalty of the law on a charge of having conspired against the lives of certain members of the Japanese Imperial Family. The punishment for treason of this nature, even if the plot fails, is death. The plot was hatched in the confusion following the aftermath of the 1923 earthquake, and Bokuretsu and his female companion are thought to have done so, in order to avenge the hundreds of Koreans and radicals who were mercilessly killed in the confusion that followed the seismic disaster.

More than 200 persons gathered about the Court House this morning hoping for a chance to get in. Entrance was by ticket and only a hundred were permitted to get in. They were chiefly Koreans and Japanese radicals.

At half-past nine, the trial commenced. Bokuretsu was wearing the flowing white garments of the former Hermit Kingdom, while the girl, Fumiko, was in conventional Japanese dress. A profound silence prevailed in the Court, and almost as soon as the two accused took their seats, Judge Makino commanded them to stand. The prisoners did so, and the judge, after telling them that their conspiracy was proved to the hilt, pronounced the dread sentence: "to be hanged by the neck until you are dead," on both of them.

Neither moved an eyelid. Bokuretsu, bowing with mock dignity, said to the Judge: "Gokuro-sama." (I am sorry to have put you to all this inconvenience). The girl, Fumiko, even more defiant, waved her hands in the air and shouted: "Banzai" (Hurrah).

Seemingly stunned by the pronouncing of the death sentence on both the man and the girl, which very few anticipated, the spectators who at trials of this sort generally create a disturbance, left the Court in silence and order.

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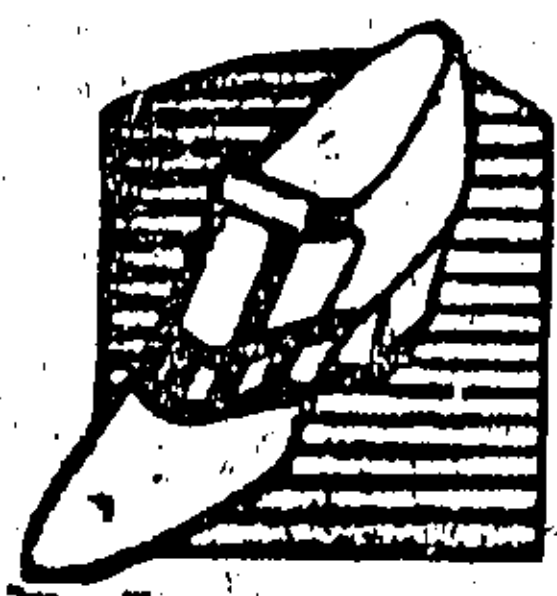
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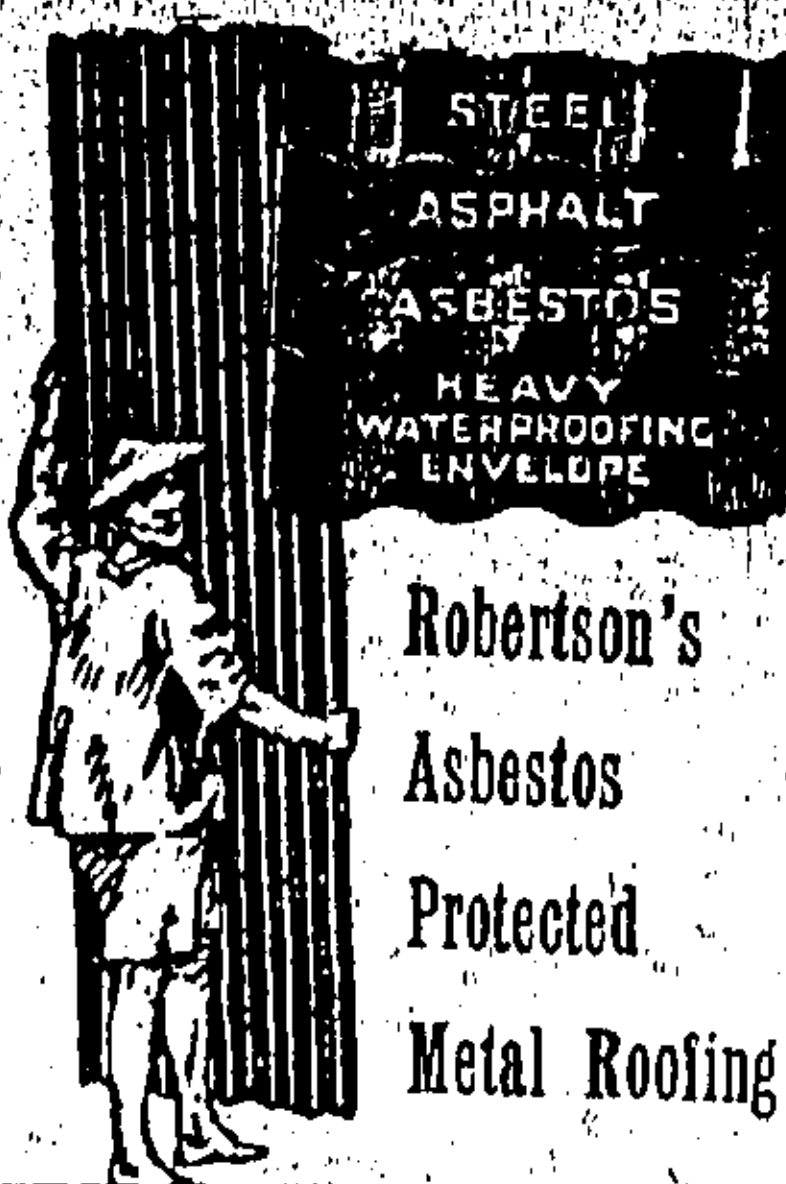
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WALTZ AT CREMATION.

STRANGE SCENE IN A CHAPEL.

The body of the Hon. Alexander M. Carlisle, a Privy Councillor and a friend of the ex-Kaiser, was cremated at Golders Green crematorium to the lilt of gay music, in which the melody of "The Merry Widow" waltz was blended.

As the coffin slid to the flames his daughter, the Baroness von Verson, fell back and collapsed with an anguished cry.

There was no formal religious ceremony, no hymns were sung, and no prayers audibly recited.

"I have no fear of death," Mr. Carlisle had stated when paying for his own cremation shortly before his death. "I want nobody whom I leave to grieve. Therefore I have paid for and instructed the organist to play the waltz from 'The Merry Widow'."

LIGHT MUSIC.

No clergyman was present, and there was no sound except that of the organ playing skillfully blended light German music.

Hardly anyone knew that the waltz was being played. Only a trained ear could have picked out snatches as the organist, Mr. F. W. Bellchamber, passed from Schumann's "Reminiscences" and "Nachtstück" to Mendelssohn's "Allegretto Lobesang."

The coffin was enveloped in a deep purple shroud and several wreaths of carnations and lilies rested upon it.

When Baroness von Verson collapsed she fell back fainting into her chair, and remained there until after the doors of the cremation chamber were closed.

Then, supported on either side by a member of the family, she was half carried out to a waiting motor-car.

Afterwards the ashes were sprinkled in the Garden of Rest.

SINGAPORE CLUB.

TEMPORARILY CLOSED
DOWN.

For the first time in its history, at all events for the first time since it went into the building it has occupied since 1879, the Singapore Club has closed its hospitable doors to the members, and as there is no other institution to offer the dispossessed hospitality as is done in London and other big cities, there are many wanderers round the tables of other tiffin rooms for a few days. The removal into the new buildings, part of the General Post Office, is taking place during the holidays, after which the substantial building will be handed over to the house-breakers long before it is old enough for destruction. The Club verandah used to be much narrower, and as the road alongside the sea had not then been made, it overhung the lapping and (sometimes) limpid waves. That was in the days of gas lamps and punkahs and not too much ice: when the height of luxury in travelling was a victoria awaiting below the trees round the fountain; when Cavonagh Bridge was the only way of getting across the river; when the merry S.V.A. used to sweeten away at the seven inch muzzle loader in its emplacement behind the Marine Department and Pa. Falshaw had his office in what was part of the old military buildings of Fort Fullerton. Placid days with so many joys of which Anno Domini has robbed the senior members.—Singapore Free Press.

THE CANE IN GERMANY.

BERLIN COURTS AND "THE ENGLISH SYSTEM."

Berlin, Feb. 24.—The wide publicity given here to the case of a schoolmaster accused of too frequent a use of the cane is of interest, not only to all schoolmasters in Germany, but to those abroad as well. Corporal punishment is referred to constantly in reports of such cases as "the English system," and the phrase was to be found in the very first report of this particular suit.

As matters stand to-day in Germany, every serious pedagogue is against every form of corporal punishment. In most of the secondary higher day-schools, boys are kept in for smaller offences, and their parents informed by letter of larger ones and invited to a more or less unpleasant interview with the headmaster, who will then discuss means of improvement. But while caning is certainly a very great exception in these higher-grade schools,

ears are boxed so frequently and so violently in class, and boys are cuffed so much as a matter of course, that it can by no means be maintained that corporal punishment does not exist. On the contrary, boys are at the mercy of the class master's nerves. The headmaster is generally not informed of these matters at all.

In the elementary schools, among the six-year-olds, where women teachers are frequently employed for both boys and girls, it is maintained that discipline cannot be maintained without the cane. The younger the child, the rougher the home, the more efficacious the rod, the less likely any form of reasoning to prevail. All this is on "the English system."

In this particular case in Berlin a boarding school is in question, one of the few which Germany possesses, and good repute hitherto. The headmaster, Freiherr Dr. von

"TOO SENTIMENTAL"

MORE THRASHING RECOMMENDED.

"We are becoming too sentimental about children and young delinquents," said Miss Lillian Barker, governor of the Girls' Borstal Institution at Aylesbury, recently.

Adding that she believed in first or second period probation, Miss Barker said that when girls came to her after being in prison they were then such a problem that she wondered what they would do next.

"A jolly good old-fashioned thrashing would do some more good than anything else," she added.

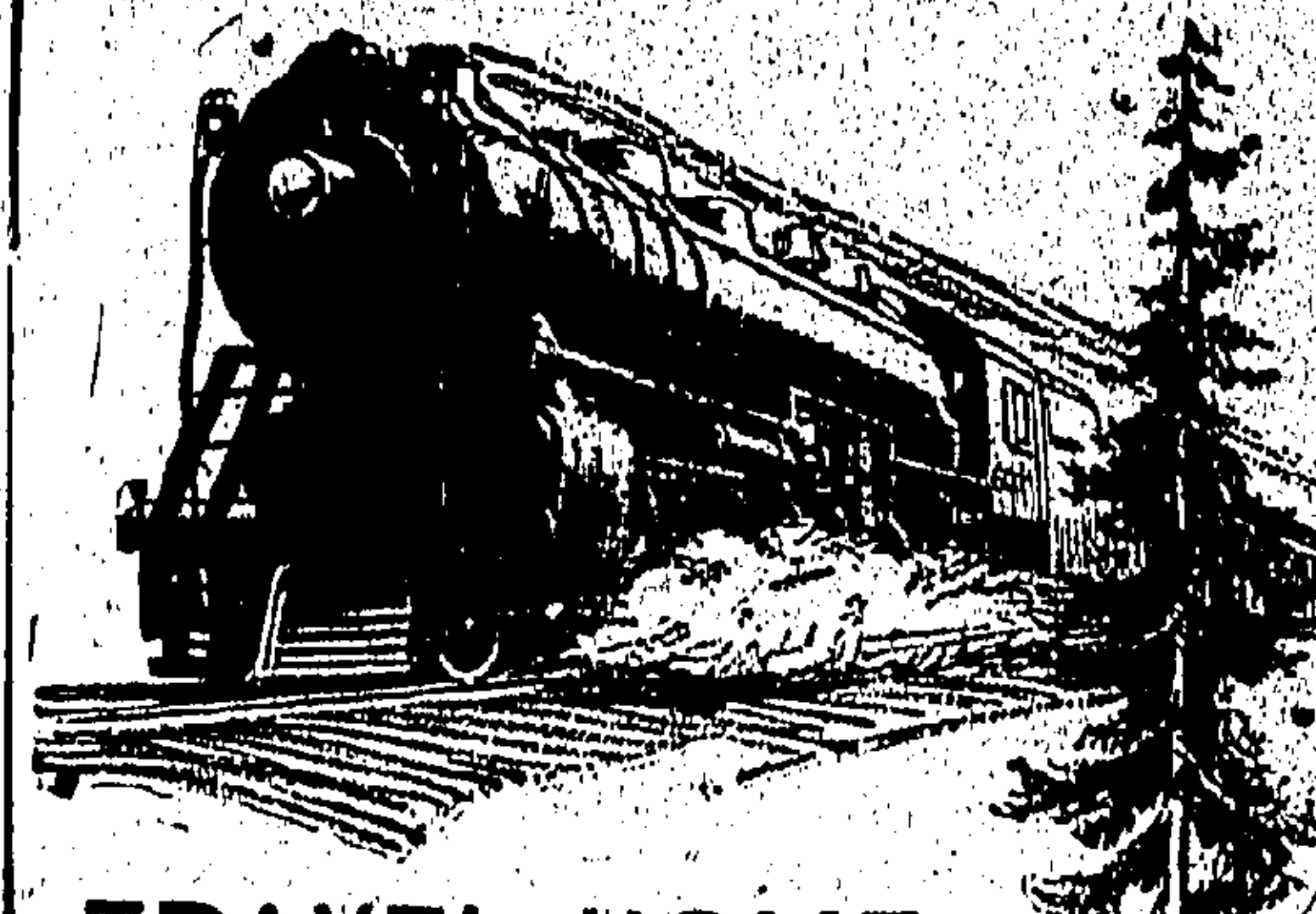
When she first went to Aylesbury she was the most sentimental person who every walked the earth. She loved the young delinquents more now that she had to be a great deal harder with them than when she thought love and kindness would work everything. Discipline and self-control had to be taught as well.

At a cost of £50,000, an underground dance hall and restaurant is to be built underneath the Tivoli Theatre, in the Strand.

Lutzow, has been suspended during inquiries founded on complaints made by the parents of one boy. A medical committee has been formed to sit on the pathological aspect of the affairs, should this aspect be found to exist. Over five hundred witnesses, boys and old boys, have been called.

At the outset there is the argument that no boy is sent to a boarding school in Germany if he is getting on well in the ordinary higher-grade school, save for pressing family reasons. The master of a boarding-school has therefore to deal with rather more difficult material from one or other standpoint than the ordinary headmaster.—Observer.

"EVERY MILE A PICTURE."



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— AND THEN FIND YOU HAVE IT ON INSIDE OUT? —

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FRECKLE'S AND HIS FRIENDS

Remarkable!

By Blossie

FURTHER PROOF OF MERIT.

Baby HUBERT D'SOUZA, aged 7 months, was the only WINNER OF TWO FIRST PRIZES in the ALL-INDIA BABY WEEK, namely, the Silver Medal given by H. E. The Countess of Lytton for the BEST ANGLO-INDIAN BABY, and the Silver Medal of the All India Baby Week Association.

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MAMA BOY!! EGGS! ANY THAT SWELL, TAG?

WHAT'RE THESE LITTLE THINGS, MOM?

WHY, THOSE ARE NEW EGG CUPS.

WHY, SURE! DON'T BE SO DUMB— DIDN'T YOU NEVER SEE EGG CUPS BEFORE?

DO TH' EGGS FIT IN 'EM, MOM?

CERTAINLY.

BUT, MOM—HOW DO TH' CHICKENS KNOW TH' SIZE OF OUR EGG CUPS?

Blossie

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Gut Reviver - - - .50

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Tennis Nets from \$12.50

Patterson Rackets - - \$35.00

Anderson - - - - \$35.00

Net Adjusters - - - \$ 2.75

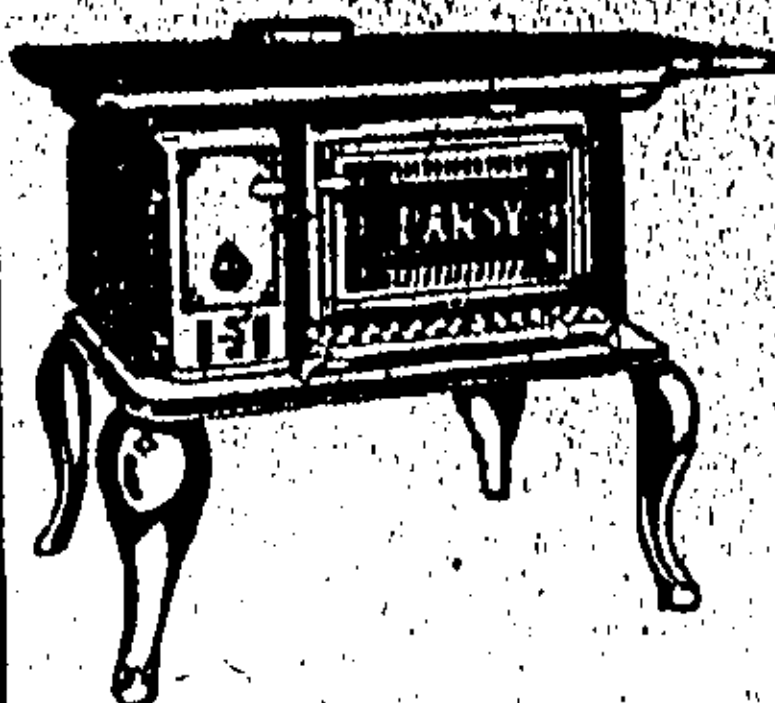
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BIRTH.

ELLIS.—On April 17th, at Anford, Stubbs Road, to Mr. and Mrs. Fred Ellis, a daughter.

The Telegraph.

SATURDAY, APRIL 17, 1926.

THE LOAD-LINE.

Hongkong, as one of the largest shipping ports of the world, is not a little interested in the important matters which have been engaging the attention of the International Shipping Conference now in progress in London, under the presidency of that old politician and shipowner, Mr. Walter Runciman. Of all the many questions to come up for discussion none is more interesting than that relating to a revision of the existing load-line regulations, because, to the average man, this is a particularly delicate safeguard to life that ought to be meddled with as little as possible. American owners of oil tankers want the amount of freeboard lowered, recommending that the existing freeboard be reduced by 15 per cent. The British Government is apparently considering the revision of the British load-line regulations, and it would appear that the U.S. House of Representatives will shortly provide new regulations in this matter affecting all ships visiting American ports. And so we get the impression that there is quite a widespread movement in favour of altering the load-line for the benefit of ship-owners, in order that a vessel may be loaded down lower than at present.

No well-informed reader needs to be told that in the days before it was made a serious offence to load a vessel lower than a certain mark there were many maritime fatalities directly traceable to the excessive burdening of ships. It was not until 1873 that Mr. Samuel Plimsoll, an English politician of Bristol, succeeded, after many years of fervent agitation, in causing an Act to be passed enforcing a compulsory load-line. Even then he worked until the passing of a fuller Merchant Shipping Act in 1876, and, in recognition of his arduous labours, the load-line which is now painted on the sides of ships is generally known as the Plimsoll mark. The fixing of the load-line for each ship was originally under the Board of Trade, but there is

now practically a universal law which is the voluntary acceptance of the freeboards assigned by the Committee of Lloyd's Register. As a general rule the minimum freeboard provides an amount of reserve buoyancy that will keep a vessel afloat with two compartments holed. It is as well to remember that by the Merchant Shipping Act of 1906 the load-line was raised as a concession to shipowners, but that after that new Act came into operation the death-rate among British seamen went up so considerably that in April 1918, Parliament decided to appoint a Committee to inquire into the matter. No action was taken, however, and the same amount of freeboard has been provided. The suggestion now is, apparently, that that freeboard should be still further reduced.

We imagine that the merchant seamen of the world will have something to say in the matter. Shipping is indeed in the doldrums and it is hard to make any steamship line pay its way owing to the low freight rates and the high costs of operation. But it is dangerous to work for the more economic carrying of cargoes by allowing ships to carry more than at present, and it is a proposal which will be closely watched by the seamen's various associations and guilds. The admission by Mr. James Kennedy, an American delegate, that each vessel will have to be dealt with on its merits revealed that even owners recognise how suicidal it would be to deal with all ships (irrespective of age and condition) on a uniform percentage basis, and we shall doubtless see further modifications of what would appear to be an extremely dangerous experiment.

Dog-Bites.

The muzzling order having come into force on Monday last, it is somewhat surprising that reports of cases of dog-bites should continue to be made. There were four such cases notified yesterday, and we understand that in three of these, at any rate, the attacks took place in the streets. As a muzzled dog cannot bite anyone, it must be assumed that in these particular instances the dogs were either at large or else on a lead without being muzzled. If the former, then the law was infringed, for the regulation lays it down that all dogs in public places must either be muzzled or else kept on a lead. Keeping a dog on a lead does not, of course, prevent it from biting passers-by, and it may become necessary, if the rabies outbreak does not quickly die down, to make muzzling compulsory for all dogs when out-of-doors. We have heard of one or two instances lately in which dogs have been seen at large without muzzles, and whilst we do not approve of such animals being shot on sight (as the police are empowered to do), we trust that every possible step is being taken to round up such animals and keep them under effective control. In view of the dangers arising from rabies, the new regulations should be rigidly enforced up to this point, and it is to be hoped that the authorities will not countenance any marked flouting thereof. Otherwise, the evil may take many months before it is finally suppressed, with most regrettable consequences to any who happen to be attacked by rabid animals.

EXCHANGE RATES.

Rugby, April 16.

To-day's exchange rates are as follow:
Paris 144 1/2
Brussels 131 1/2
Amsterdam 12 1/2
Berlin 20 1/2
Copenhagen 18 1/2
Vienna 34 1/2
Helsingfors 45 1/2
Lisbon 22 1/2
Buenos Aires 2 1/2
Yokohama 1/11 1/10
New York 4 8 1/2
Geneva 25 1/2
Milan 128 1/2
Stockholm 15 1/2
Cale 22 1/2
Madrid 16 1/2
Rio 1/5 16 1/10
Bombay 2/3
Hongkong 2/3
Silver (import) 29 1/2
Silver (forward) 20 9/10
—British Wireless.

DAY BY DAY.

TO HARBOUR HATRED AND ANTIMOSITY IN THE SOUL MAKES ONE IRRITABLE, GLOOMY AND PREMATURELY OLD.—Auerbach.

It is notified that the name of the Hongkong Industrial Security Association, Ltd., has been struck off the Register.

The Gazette contains the register of medical and surgical practitioners. There are 128 names on the list.

It is notified that St. Anthony's Church in its new location at 177, Third Street, is a licensed place for the solemnization of marriages.

The late Mrs. J. H. Taggart left property in Hongkong to the value of \$107,500. Letters of administration have been granted to her husband.

On account of military operations against the bandits in the Poi Pa hills, the Canton-Hankow Railway service beyond Ying Tak is temporarily suspended.

It is reported that the military have arrested a picket official at Shum Chun station for being in possession of a quantity of arms. He has been sent to Canton under escort.

Mr. H. A. Rodgers has been appointed to act as Secretary of the Hongkong Land Investment and Agency Co., Ltd., during the absence from the Colony of Mr. L. S. Greenhill.

Property in Hongkong to the value of \$176,500 was left by the late Mr. C. F. de Carvalho, of the Hongkong and Shanghai Bank, who died in London on September 20th last.

Observatory returns show that the average mean temperature for March was 63.8, the highest being 77.2 and the lowest 55. There were 96.1 hours of sunshine and 4.84 inches of rain, whilst the average humidity was 82.

The sale of property situated in Des Voeux Road Central, which was advertised to take place at the China Auction Rooms yesterday, was cancelled, arrangements having been entered into between the parties concerned.

Mr. R. H. R. Wade, Commissioner of Customs, at present on leave, has been appointed to succeed Mr. William MacDonald as the Commissioner of Customs for Kinaochow Territory and is expected to take up his duties this week.

His Excellency the Governor has appointed the following officers to be Honorary Extra Aides-de-Camp:—Captain George Edward Swinton, M.C., 1st Battalion, the East Surrey Regiment; Lieut. Allen James Levinge Whyte, Royal Engineers.

Cinema-goers will be interested to hear that at the 5.15 and 9.15 p.m. shows at the Queen's Theatre on Sunday and Monday, Lu Dorina, premiere danseuse of the Folie-Bergeres, Paris, is to give brief performances. This talented dancer is on her way to the United States.

Leave on private affairs has been granted to Lieut.-Colonel C. M. Stephens, C. M. G., R. A. O. C., from April 16th to May 27th; Lieut. A. J. L. Whyte, R. E., from April 23rd to October 22nd; and Lieut. C. D. Upson, 5/2nd Punjab Regt., from April 16th to May 31st.

Mr. T. R. Parsons, Manager of the Hongkong Hotel Garage, who is going on leave next week, was the guest of the Chinese staff at a dinner at West Point. Mr. Parsons was presented with an address, accompanied by a silver cigarette case, while Mrs. Parsons was the recipient of a silver hand-bag. Mr. and Mrs. Parsons received many tributes of appreciation and many good wishes for a happy holiday.

The following officiating appointments have been made in the 5/2nd Punjab Regt., states Command Orders.—Capt. M. G. O'Leary, M.B.E., Coy. Officer, to be Officiating Coy. Commander, vice Capt. H. J. Hawthorn, relieved April 1st; Capt. M. Middleton, Coy. Commander to be Officiating 2nd in Command, vice Major C. T. M. Smith, granted one year's leave to the United Kingdom; and Officiating Coy. Commander, vice Capt. M. Middleton, appointed officiating 2nd in Command.

MIXED GRILL A Merry Miscellany Ashley Sterne

I don't know what your opinion is, my hearties, but personally I don't think it was a very sporting thing of Colonel Kozloff, of the Russian Geographical Society, to go and discover an entirely new and unexpected Sphinx in a most ungetatable corner of Mongolia. Of course, fellows like Professor Piffinger Rottenbleiter and the other Egyptologists are overjoyed at the discovery, for, by virtue of this new evidence, they will probably be able to prove that thousands of years ago Egypt and Mongolia were one and the same country, which unfortunately got divided by an eruption, or a landslide, or something. But think of the poor American tourists! Already Cyrus and Sadie have quite far enough to go in order to chip chunks off the Egyptian Sphinx, and I can only suppose that it will eventually become a point of honour with them to pay a similarly striking tribute to the Mongolian specimen. But there are few tourist facilities in Mongolia to-day. The train service is, frankly, rotten. The hotels are extortionate and their jazz orchestras incompetent. The telephone service is even poorer, if possible, than our own. Finally, there is not a picture palace nor a pub from one end of the Gobi desert to the other.

It would have been more generous and thoughtful of Colonel Kozloff if he had arranged to discover his Sphinx on Long Island or Palm Beach. Four competitors in a recent non-stop fox-trot competition held in New York collapsed after dancing for four hours, and had to be removed to hospital in ambulances. I am not surprised. I have been making a few calculations by means of the Binomial Theorem (very difficult, and am simply appalled at the amount of energy a man requires to exert in order to push a girl of average weight backwards for even one hour. Say that the girl weighs eight stone, and that the ground covered in an hour is three miles. A man has to exert a force equivalent to that required to lift 600,000 lbs. to the height of a foot. Therefore in four hours he would expend sufficient energy to lift to a similar height a weight of 2,400,000 lbs.—about 1,500 tons—which is just about the weight of Westminster Abbey. Yet I dare swear that if any of the aforesaid fox-trotters are married men they grumble like anything when they are asked to carry the baby for a bit.

I like this idea of erecting kiosks and refreshment stalls on the Thames Embankment—perhaps for which has just been sought from the L. C. C. At present, the crayon-drawings of the pavement-artists are the only sort of entertainment the Embankment affords, and I, for one, feel that portraits of Cabinet Ministers and salmon pail upon one after a time. This is not the place to discuss why pavement-artists are so fond of depicting live statesmen and dead fish side by side, but it is the place to applaud any earnest attempt to brighten London. We long ago managed to Londonise Brighton, and this new movement is much overdue. When we can sip our evening coffee all among the sea-gulls and the electrical whisky advertisements, perhaps

we shall hear rather less of that ridiculous habit of taking off our hats to Paris.

Ere we meet again, my friends, this month of dyke-filling will be over, March will be with us once more, and all the little March hares will have commenced their annual bout of insanity. Why, you ask, do hares go mad in March—if indeed they do? I can only suggest that it is for the same reason as I do. Listen!

That hares in March go raving mad. Some may declare a pure invention. But I can very quickly add a word or two to this contention.

'Tis only natural. We've not far to go to find a specious reason. When we recall how most folks are Quite barmy, too, at this same season.

Ill tempered, surly, full or woos, Men seek their clubs, forsake their houses; And by their conduct so morose Drive off their chumps their patient spouses.

'Twixt hares and us I doubt there be Much difference. Do you grasp my meaning? For they like us, it seems to me, Are driven potty by spring-cleaning!

Rejoiced am I to see that some suggestions I made have now borne fruit. Shortly following my remarks I noted that a bride had received a present of a 100-lb. bag of sugar. Later I read that a Hampstead bride had become the happy recipient of two tons of coal. Thus the new fashion has not only been proposed but seconded, as it were, and I foresee a strictly utilitarian vogue in wedding-presents coming to stay. At any rate I intend to practice what I preach. I have two weddings to attend next month, and in one case I propose to give the bride an undertaking to clear the dustbin every Saturday, and in the other I am going to offer to tune the piano once a quarter.

Dr. Roehrich, of the Paris Metapsychical Institute, has been experimenting with a new narcotic extracted from a species of Mexican cactus, the effect of which is to cause the patient to see figures, animals, plants, and landscapes of the most wonderful and beautiful nature. Commenting on this in a letter to me, that world-famous botanist, Professor Linnaeus Leberwurst, says that he has long known of a somewhat similar narcotic which is extracted from a species of Scotch barley. The administration of this drug causes the patient to see not merely animals and things which never were on sea or land, but two specimens of each, which, of course, is much more convenient and practical for the purpose of observation and study. It was while he was under the influence of this narcotic (he adds) that the celebrated naturalist, Sir Battis Innes-Belfry, obtained the data for his masterly monograph on the life and habits of the binja-binja, or double-blue lizard—the only reptile known which roosts on bed-rails and plays the cornet.

COMPANY REPORT.

MESSRS. LANE, CRAWFORD, LTD.

The annual report of Messrs. Lane, Crawford, Ltd., states:—The Directors have pleasure in submitting to shareholders a statement of accounts made up to 28th February, 1926. The balance at credit of Profit and Loss Account after allowing for Depreciation and Bad and Doubtful Debts, together with balance brought forward from last year, viz., \$24,193.93 amounts to \$99,994.28 which the Directors propose to allocate as follows:—Dividend of 30 cts. per share, \$37,500.00; carry forward to new account, \$2,494.33.

Board of Directors.—The board of Directors consists of Mr. A. S. D. Cousland (Chairman), Mr. W. E. L. Shenton, Mr. Chan Tong, Mr. M. Manuk, Mr. E. M. Raymond (Directors), Mr. R. L. Bridger, Mr. F. M. Crawford, Mr. W. A. Eustace

STRIKE THREAT.

ENGINEERING DISPUTE UNSETTLED.

London, April 16. An engineering crisis is threatened, as a conference of engineering employers and trade unions on the national demand for a £1 weekly wage increase has failed to reach an agreement. The trade unions are now considering the question of authorising a strike ballot in the London districts.—Reuter.

(Managing Directors). In accordance with the Articles of Association, Mr. M. Manuk retires, but, being eligible, offers himself for re-election. Secretary.—Mr. S. J. Jordain. Auditors.—The accounts have been audited by Messrs. Linstead & Davis who offer themselves for re-election.

COAL THREAT.

INTERNATIONAL STRIKE ORGANISATION.

Brussels, April 16. The International Miners' Federation in session here has unanimously passed a resolution declaring that the only way of emerging from the international coal crisis was to examine the international system of production and distribution. It affirmed complete solidarity with the British miners in their present dispute and expressed readiness in the event of trouble, to take measures to prevent the exportation of coal to Britain and in the event of an international strike it would recommend that it not be discontinued before the National associations are satisfied that sufficient grounds for resuming work has been found in all countries involved in the conflict. The federation would act as a Strike Committee for all countries.—*Reuter.*

PREMIER SEES KING.

Rugby, April 16. Negotiations are proceeding to-day between the Minister of Labour, who is acting for the Premier, and the Coal Owners. In the House of Commons this afternoon, the Home Secretary announced that the Premier had been summoned to Windsor by H.M. the King. It is understood that the object of the visit is to discuss the latest developments of the coal situation.—*British Wireless.*

SHIPPING CONFERENCE.

OBJECTIONS TO INTERNATIONAL INTERFERENCE.

London, April 16. The Shipping Conference here has adopted the British delegates' amended resolution on the League of Nations and International organization, recording its "grave concern" at the rapid growth and multiplication of international organizations representing Governments and other interests, as involving unnecessary interference with shipping activities; and opining that the League's activities should be limited to securing and maintaining the freedom of communications and transit and the equitable treatment of commerce. It is noteworthy that the American delegation did not vote on this resolution.

The conference unanimously adopted the report of the Committee on life-saving appliances and wireless, which, *inter alia*, recommended some penalty for the misuse of distress signals.—*Reuter.*

TOW-BOAT STRIKE.

NEW YORK SHIPPING AFFECTED.

New York, April 16. Three thousand tow-boatsmen, representing about half the eight hundred towboats operating in New York were ordered to strike last night for higher wages and a ten-hour day. Fears are expressed that some of the big liners will be delayed starting, as nearly all the tow-boats commonly used to assist them in and out of their berths are tied up.—*Reuter's American Service.*

ALL-STEEL TRAINS.

A BRITISH COMPANY'S EXPERIMENT.

Rugby, April 16. A train constructed entirely of steel, travelled from London to Birmingham and back on the London, Midland and Scottish Railway. It carried representatives of the Dominions and others interested in this new departure. The Railway is putting on its lines 235 steel-bodied cars. The floors of the cars are covered with cement and suitably insulated. They have the advantages of being more durable than wooden cars and of being safer in case of mishap. They are made with British material and by British labour.—*British Wireless.*

TO-DAY.

Dollar on demand 2s.2.9/16d.
Lighting-up 6.43 p.m.

"FRIENDLINESS."

By the Rev. Geo. E. Arrowsmith, M.A.

Proverbs 18.24.—"A man that hath friends must show himself friendly." And if he doesn't, what then? Well, naturally, he will lose his friends: There must be "give and take" on both sides, but if it is all "give" with one man and all "take" with the other, the two may be companions, but they will never be friends.

When Abraham Lincoln started life as a young man, he was very poor in this world's goods, but this was the description someone gave of him: "Lincoln has nothing—only plenty of friends." Was he not infinitely richer than a certain wealthy ecclesiastic who said, "This church would not be large enough to accommodate my acquaintances, but all my friends could be crowded into the pulpit!"

To hold captive the hearts of others, to inspire feelings of love and confidence wherever we go—here is wealth ready to hand, a fortune far more lasting than that of gold that perisheth.

We must exercise the greatest care in choosing our friends; it will not do for us to be intimate with everyone we meet. In the world of mankind the bad is mingled with the good, and so it behoves us to be very cautious, and not to rush into friendship too readily. Study your man well, make sure that he is a "white man" through and through, before stretching forth the right hand of fellowship to him. A bad friend always tends to drag his comrade down to his own low level.

It is always easier to go downhill than up, and so a bad influence is usually stronger than a good one. A bad man will do irreparable harm to the pure and innocent soul that confides in him; he may not do so of set purpose—he cannot help himself; evil is infectious and spreads as necessarily as disease.

The prophet Zechariah spoke about being "wounded in the house of his friends", and, alas, many of sin's deadliest blows have been delivered by hands we have learnt to love!

UNCOMPLETED HOUSE.

NOMINAL DAMAGES AWARDED.

A case in which the defendant was debarred from giving evidence, although he had been released from prison in order to do so, was decided in the Supreme Court this morning when judgment for the plaintiff for the nominal sum of \$10 was given without costs.

The claim was for damages for non-completion of a house at Yau-mat, and his Lordship held that, as plaintiff had made no specific claim, damages would only amount to what he could prove. Very little on the building had been left incomplete and as plaintiff had only paid \$6,600 out of a total of \$7,950, it could not be said that he had suffered considerably. Certainly he had given no evidence of damage for which defendant could be held responsible.

Mr. H. S. Fitzroy represented the plaintiff.

STEALING SACKS.

NAVAL YARD INCIDENT.

Through some mysterious agency as yet undetermined by the dockyard police, empty cement sacks were on the point of being spirited away from the Naval Yard yesterday. The scheme did not call for any elaborate procedure—simply the throwing of the sacks over the wall into Murray Road where a confederate was to pick them up. However, Police Constable McNay came on the scene in time to see a man picking up the sacks—there were twenty of them—and tying them up in a bundle. This man was arrested and to-day charged before Mr. R. E. Lindsell. A conviction was obtained on a charge of receiving and the man was sentenced to two weeks' hard labour.

Stonewall Jackson was killed under the saddest of circumstances. He had led a victorious attack against the Federal army, but, as he returned through the gathering gloom, his own side mistook him for one of the enemy and opened fire upon him. He fell wounded to the death by those who loved him! How sad an ending! But what is infinitely sadder is the spiritual wounding of friend by friend.

The "old hand," who has been out in the East for many years and has become inured to many of its bad customs, worms his way into the affections of the youngster fresh from home, and soon he has tainted him with his own loose habits—"wounded in the house of his friend." Or a worldly man gaining the love of a Christian girl; after a brief struggle she yields to her lover's influence—his ways become her ways: she is spiritually wounded in the house of her friend. "It does not take a number of vicious companions to ruin a man," says a modern writer, "not ten, or five, or four or three, or two—just one can do the business, and you must choose between giving him up or giving up your prospects in this world and the next."

On the other hand a good friend can be of great help and service to us spiritually. "What is the secret of your life?" Chas. Kingsley was once asked by Mrs. Browning; "tell me, that I may make mine beautiful too." And he replied, "I had a friend."

It is of the utmost importance that we should form good friendships for then we will be helped in our hard struggle against sin by the moral support of those we love. We shall be upheld by their unflinching sympathy and prayers. Beware of battling alone; lock your "shield of faith" to the shield of some other Christian warrior. "Two are better than one" says the Bible, and so that man is wise who seeks out some good friend with whom he can fight the fight of faith side by side. And of all such friends let us never forget the One Who is best. "There is a Friend that sticketh closer than a brother," even the Christ—the King!

WEATHER FORECASTING.

FIFTY DAYS AHEAD.

London, April 16. An interesting experiment in weather forecasting is being made by the *Daily Mail*.

This journal publishes to-day the first of a series of diagrams showing expectations of rain or dry weather for a period of fifty days in five areas of the British Isles. The diagrams have been prepared by Lord Dunboyne, who organised the Meteorological Department for the Naval Air Service, and who has been assisted by Mr. P. L. Thompson, another meteorological expert. They consist of a series of mathematical curves based on the behaviour of the weather during the past fifty years. Arguing from causes to effects, and with the help of the latest information from the Air Ministry, Lord Dunboyne produces predictions which he claims have so far met with notable success. The *Daily Mail* submit his prophecies to its readers to be judged on their merits and results.—*British Wireless.*

Flight-Lieut. L. Wanless O'Gowan, R.A.F., has assumed the duties of Air Staff Officer on the local Command.

The new motor road in the process of formation between Conduit Road and Robinson Road was the scene of a landslide yesterday, when several tons of earth came away. No-one was injured, but the road is obstructed.

While a Chinese merchant, named Tang Pak-oi, was asleep in room No. 84 at the Great Eastern Hotel between 5 a.m. and 2 p.m. yesterday, some person stole \$10,000 from his coat pocket.

As motor car No. 1108 was being driven along the Teipo Road a small Chinese boy ran in front of the car and was knocked down. He was taken to the Kwong Wah Hospital, where he was found to be suffering from injuries to his face. He was not detained.

YOU MUST HAVE



OCEAN

A SMART BATHING SUIT.

THE NEW COLOURINGS IN SILK and WOOL ARE REALLY "SNAPPY"

BATHING CAPS IN MANY NOVEL DESIGNS

Lane, Crawfords LADIES' SALON.

That Four Letter Word
Synonymous with Good Health

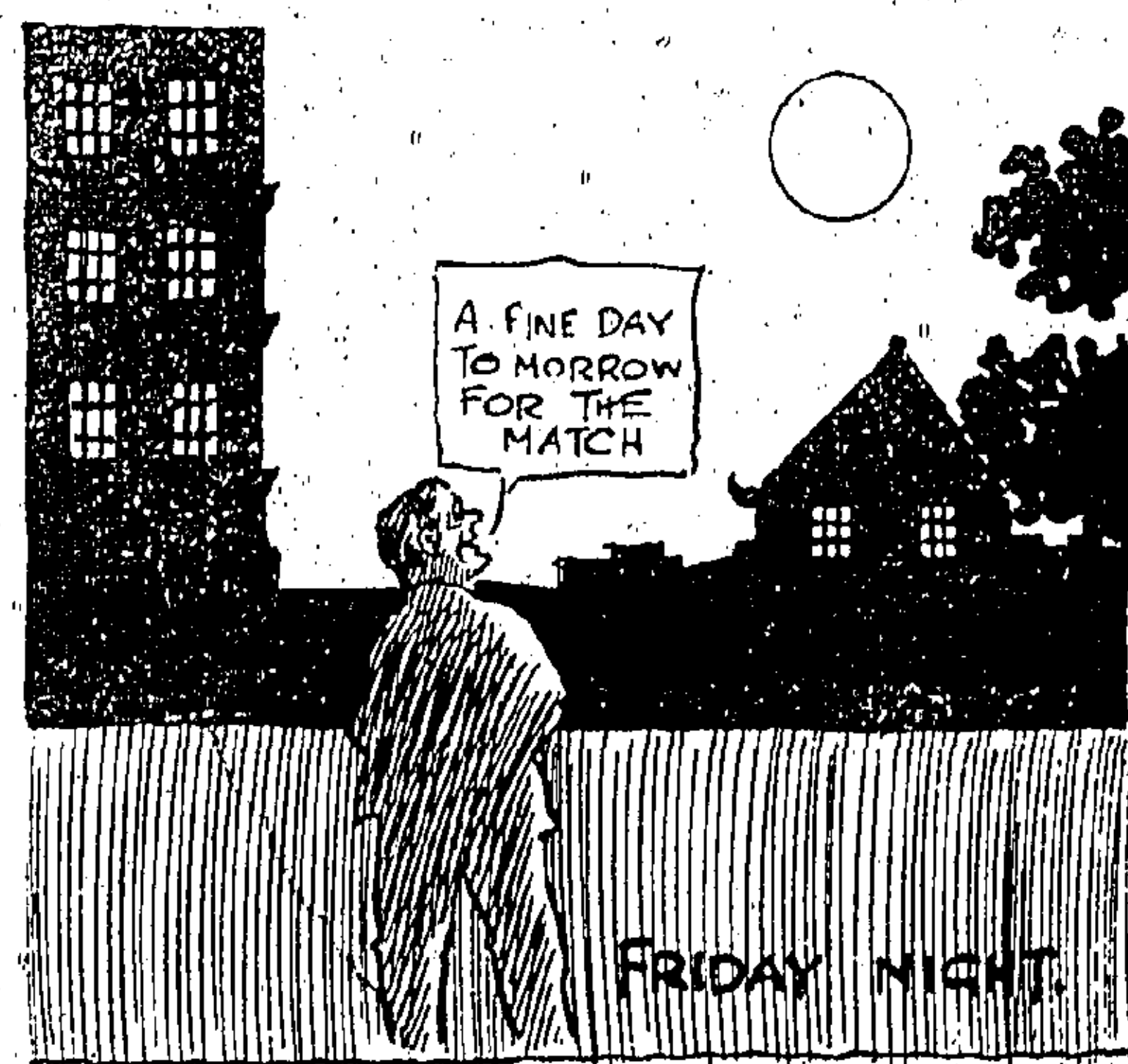
M-I-L-K

The Wonder Food

Include a liberal supply in the daily diet. — It Pays!

The Dairy Farm, Ice & Cold Storage Co., Ltd.

OUR FOOTBALL CARTOON (By Stan Hill)



Wm. Powell Ltd.
Telephone C. 4578

Pure Linen Sheets

HEMISTITCHED

DOUBLE BED	Per Pair	SINGLE BED
\$38.50	\$58.50	\$30.00
		\$42.50

Linen Hemstitched Pillow Cases

	\$9.50	\$11.50

Hemstitched Cotton Sheets

	\$16.75	\$14.75

Plain Cotton Sheets

"MARPLE" Quality

Heavy Quality	Light Weight
\$18.75 Double Bed	\$17.50 Double Bed
\$12.75 Single Bed	\$12.75 Single Bed

Cotton Pillow Cases

Hemstitched	\$1.10	\$1.85 each
Plain	\$1.75 each.	Filled \$1.85 each
Hemstitched and Embroidered	\$3.25 each	



THE
QUEEN
OF
ITALIAN
WINES

CALDBECK, MACGREGOR & CO., LTD.

SOCIETY OF ST. GEORGE.

THEATRE ROYAL

A Vocal & Instrumental Concert

St. George's Day

April 23rd, at 9.15 p.m.

Members can book at Moutrie's from Saturday
April 17th and April 19th and 20th

Booking for the Public opens on April 21st.
SEATS. \$3.00, \$2.00 & \$1.00.

WHY?

Is Mac's Cafeteria becoming more popular every day?
Because of the augmented service and catering facilities.
You can obtain the finest assortment of French Pastries and fancy cakes. Wedding and Birthday cakes made at the shortest notice.
Chocolates, Bon Bons, and the finest selection of Biscuits made fresh daily.

MAC'S CAFETERIA SODA FOUNTAIN

With the advent of the warm weather you will find it very refreshing to call into Mac's and order a cool drink.

The soda fountain is open from 8 a.m. till midnight daily, and all kinds of Sundae, and Ice Cream Sodas can be served hygienically and tastefully, which is synonymous of Mac's. Call in on your way home from the Movies.

THE POPULAR BUSINESS TIFFIN

From 12 noon to 2.30

\$1.20

THE HONGKONG & SHANGHAI HOTELS LTD.

STRUCTURAL ENGINEERS.



Raymond
Concrete
Piles.
Simplex
Partitions
and
Ceilings
Electric
Floor
Surfacing
Machines.

THE
HONGKONG EXCAVATION, PILE DRIVING & CONSTRUCTION CO., LTD.
TEL. C. 3749. 2ND FLOOR, POWELL'S BUILDING

USE SQUIBB'S DENTAL CREAM

Made with Milk of Magnesia.

NEUTRALISES MOUTH ACIDITY.

To be obtained from—

THE COLONIAL DISPENSARY

Tel. C. 1877

14, Queen's Road, C.

TRAVEL

Steamship Tickets to all parts of the World.
Railway Ticket issued in Chinese, Japanese, Indian,
European, American, Canadian and other Lines.
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ALL TICKETS SOLD AT TARIFF RATES.
Independent and Conducted Tours arranged to all parts
of the World.
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Carry American Express Travellers Cheques.

For complete information apply—

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Phone C.4625.

ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-
deposition of Metals in Hongkong places us in a position to
offer reliable and efficient service for the plating of
articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and
Oxidized Silver.

Polished and Lacquered Brassware.

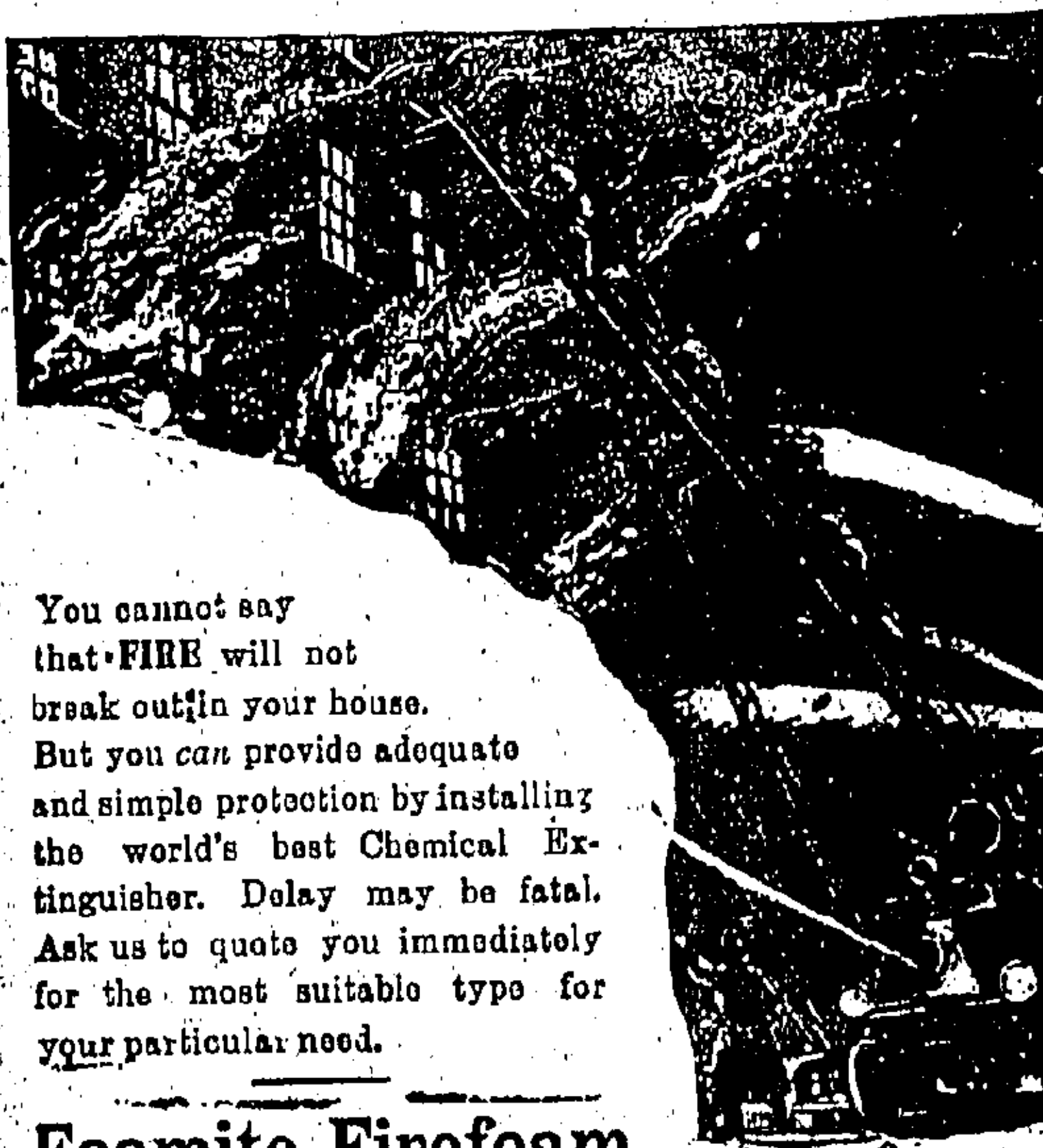
William C. Jack & Co., Ltd.

Electrical Engineers.

Tel Central 358.

Hongkong.

YOU NEED FIRE PROTECTION



You cannot say
that FIRE will not
break out in your house.
But you can provide adequate
and simple protection by installing
the world's best Chemical Ex-
tinguisher. Delay may be fatal.
Ask us to quote you immediately
for the most suitable type for
your particular need.

Foamite Firefoam

The United Asbestos Oriental Agency, Ltd.
2, Queen's Buildings. Tel. C. 236.

HISTORIC CASTLES.

PEVENSEY AND PORCHESTER
FOR THE NATION.

Two of the ancient southern
castles of Great Britain—
Pevensey Castle and Porchester
Castle—have recently been given
by their owners to the nation.
The Commissioners of Works
have been entrusted with the
administration and care of these
historic fortresses, and operations
for the preservation of the
structure of Pevensey Castle are
already in progress. Work of a
similar character will be begun
shortly at Porchester.

Pevensey Castle is the gift of
the Duke of Devonshire, in whose
family the ownership of the castle
has been vested for nearly 200
years. Mr. C. R. Peers, the
Chief Inspector of the Ancient
Monuments Department of the
Office of works, in discussing
the character and history of the
castle, said that the site was
probably occupied in prehistoric
times, but the first definite
evidence of occupation was to be
seen in the great ring of Roman
walls and towers which enclosed
an area of about nine acres. Two
sides of the fortress still stood to
a very considerable height. After
the Norman Conquest, when
William was making his conquest
secure, he placed Robert de
Mortain, Earl of Morton, in
charge of Pevensey as one of the
keys of the kingdom. Robert,
however, after the Conqueror's
death, supported the cause of
Duke Robert of Normandy
against William Rufus, and, as a
result, was besieged with Odo,
Bishop of Bayeux, in Pevensey
Castle in 1088. It is quite possible
that some of the herring-bone
masonry of one of the Roman
bastions is a relic of repairs effected
at this time, after the damage
which the siege must have
caused.

Mr. Peers went on to explain
that, of the Norman castle itself,
the greater part of the buildings
dated from the 13th century, but
there had been uncovered the
remains of the keep of 11th-
century date, which was of a
curious and unusual plan, and
notable as being, with London and
Colchester, one of the earliest of
the Norman buildings in this
country.

Referring to Porchester Castle,
Mr. Peers pointed out that the
analogies between Pevensey and
Porchester Castle were fairly
close. Porchester retained the
great four-square enclosure, sur-
rounded by its Roman walls and
bastions, in one angle of which
was the Norman castle. The
site was more imposing than that
of Pevensey by reason of the
great 12th-century keep which
towered above the Roman walls,
and was visible as a landmark
from all the surrounding district,
standing as it did at the end of
the tidal water of Portsmouth
Harbour.

Apart from the gift of Pevensey
Castle to the nation, it is under-
stood that the Duke of Devonshire
has also handed over to the public
the large chalk figure cut in
outline on the side of the Sussex
Downs, and known as the
"Wilmington Giant" or "Long
Man." With this has been
presented the remains of the old
Benedictine priory. The Sussex
Archaeological Society have under-
taken the maintenance of these
antiquities.

A MYSTERY GIFT.

£36,000 FOR COLLEGE.

A sum of £36,000 has been re-
ceived by St. Hugh's College,
Oxford (one of the women's col-
leges), under the will of Miss
Mary Gray Allen, who died last
August.

The college officials declared
that they knew nothing at all
about Miss Allen. They did not
know where she had lived nor
where she died.

The following obituary notice,
however, appeared in the Times
of August 21.—

"On August 15, at Bolton Percy,
Argyle road, Boscombe, Mary
Gray, only daughter of the late
John Allen, Esq., of Edenmore,
London."

Miss Allen's gift, in addition
to showing her interest in
women's education, is said to be
a tribute to her friend, the late
Miss Clara Merdon.

Miss Merdon was a prominent
benefactress of St. Hugh's.
After payment of duties about
£27,000 of the £36,000 will be
available for the college.

The debt resulting from build-
ing operations has been liquidat-
ed during the last few years, and
the new position created by the
bequest will be the subject of an
announcement by the council.

VENDETTA MYSTERY.

THREAT TO MISSION
FAMILY.

News has reached London from
the Argentine of a mysterious
vendetta against a British mis-
sionary, Mr. Thomas Stacey, and
his family. The case is engaging
the attention of the British Minis-
ter Buenos Ayres.

Mr. and Mrs. Stacey have been
in the Argentine 12 years, and
their four children were born
there. A friend told a Daily
Chronicle representative that Mr.
Stacey had previously been threat-
ened, and efforts had been made
on more than one occasion to burn
down his house.

"He is not by any means a
nervy man," stated Mr. Stacey's
friend, "and I can only
conclude by the tenor of
the letter which has just
reached me that he has been in
great peril. In this he says—

"I received an anonymous let-
ter to appear at a lonely spot at
12 o'clock at night, failing which
my two boys, mentioned by name,
Norman and Harold, would be
murdered and my house burned
down. The news spread like
wildfire, and everyone was afraid
of themselves."

Things got to such a pitch that
I had to write to the British Min-
ister at Buenos Ayres. When
the news went round that I had
been murdered the people clapped
their hands and whistled for joy.
But the Lord delivered as he has
delivered, doth deliver, and will
yet deliver."

"The police still stand in front
of my house at night. You can
understand, dear friend, what a
shock it has been to my wife. We
are not yet out of danger until
the tool used is caught."

"A DANGEROUS LIFE."

Mr. Stacey added that he had
taken his wife away, meantime
leaving his children in the care
of some American missionaries.

"It must have been terrible for
Mrs. Stacey, who is nearly blind,"
said the friend. "They have led
a very difficult and at times,
dangerous life among the people
of the underworld and in primitive
parts of the country."

"Mr. Stacey is a member of
Plymouth Brethren community,
and was sent out by them. He
does not receive recognised pay-
ment, and has largely subsisted
on presents sent from friends at
home."

"He was home on furlough two
years ago, his first furlough since
going to the Argentine, and spent
all his holiday in lecturing and
preaching. He is a wonderful
speaker."

ECCENTRICITIES.

FEAR OF COMMUNISTS.

A sensation has been
caused in Vienna by the
suicide of Baron Philipp Haas-
Teichen, a prominent figure in
Vienna society. Just before
shooting himself in the heart with
a gun he posted some short letters
and an original poem (four lines
to several journals), informing
them of his suicide, and explain-
ing that the cause of it was his
wretched state of ill-health. The
envelopes bore stamps now out of
use, from which it is obvious that
he had intended to take his life
some time ago.

Undoubtedly, another reason
for his suicide was his disgust
with the state of things created by
the breakdown of the Monarchy.
Although still a rich man when
he died, the Baron was obsessed
by the idea of becoming so poor
that he would die of starvation,
and started a system of eccentric
economy. During the period of
collapse and the aftermath of the
war he was afraid of being plun-
dered by Communists and work-
men's councils, and hung loaded
guns along the walls of his rooms
in readiness for invaders. Up to
his last moment the guns had to
be left in that position; but the
irony of things willed it that he
should use his own gun against
himself.

He was the son of a leading in-
dustrial figure of the weaving
branch, but had little sympathy
with his father's business. A
short time after the latter's death
he withdrew from it altogether,
devoting himself entirely to sport
and the arts. He became a great
patron of the stage, music, and
painting, and generously spent
large sums to assist rising talent.

He was one of the first men here
to ride a bicycle and drive a motor
car. Numerous stories were told
of his hunting adventures; he
glorified the hunter's life in an
amateurish play in which he him-
self took the chief role. With
his long blonde beard, he was a
rather impressive figure and re-
presented the ideal of the hunting
type in his country.

ALSO PACKED IN
REGULAR SIZE
20'S & 50'S

THACKERAY WAS RIGHT!
In 'The Virginians' he wrote—
THERE'S NO SWEETER TOBACCO COMES
FROM VIRGINIA & NO BETTER BRAND THAN
"Three Castles"

"Three Castles"
CIGARETTES

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.

TEL. ADDRESS "TAIKOODOCK" HONGKONG

TELEPHONE NO. 212

CABLE PLAC. "C" OVER "ARD" HONGKONG

OUR SUMMER SUITS

MAKE GOOD!

We carry the styles and fabrics
that please the most exacting.
When you wear such clothes as we
sell, you add to the joy of living.

These clothes give you satisfac-
tion after you wear them. They
fit right and wear right.

Many choice styles and patterns.



VISIT OUR TAILORING DEPARTMENT
YEE SANG FAT CO.

REAL CREAM
NESTLE'S
Excellent with
GOLD BAR FRUIT.



BOTH OBTAINABLE AT
LANE, CRAWFORD

WOMEN'S INTERESTS

REAL CREAM
Absolutely
NO
Preservatives



IN THREE SIZES
Cts. 40-50-85

NOVELTIES OF INTEREST.

A table bell that takes the form of a tortoise and rings by the pressing of its head or its tail, is a distinct novelty; so is another bell in the shape of a bulldog which "sparks" when its jaw is pressed.



The tiered skirt gives a graceful air to this attractive frock. One must not overlook the very popular scallops that finish the tiers and also the collar. Jabot and belt are black satin, studded with rhinestones. Lichen green flat crepe makes the frock.

Cutting has a tendency to strengthen and thicken the hair, so many girls find that the ordinary small "single" comb is inadequate, yet it is impossible to carry a large size comb in the handbag. For such there is a new full size comb that conveniently folds into three and slips away in a neat little case.

There can be no dried up and wasted mustard when it is kept in one of the newest pots. It is like a salt pourer in shape and has a nozzle at the one end and a plunger at the base. When the plunger is pressed the mustard is forced out at the other end in the shape of a ribbon.

WHAT SHALL WE WEAR?

A scalloped effect is tremendously popular on a simple frock. Hemlines which are straight are given an irregular appearance by tiers of scallops which rise on one side only. Sleeves complete the effect by being likewise adorned in rows; others are given added width by a scalloped band, from the armpit to the wrist. They need not be conventionally cut, but shaped in any number of pretty ways.

Tiny veils are being worn again just across the eyes. Since they are seen with the new spring models it is the sign of a revival.

Multi-coloured evening capes are a concession to the hard-up woman. One cape was composed of graduated bands of yellow, lavender, and silver, with an inside lining of a much deeper shade of mauve. Another was of the new puce shade, with bands of midnight blue, duck's-egg blue, and gold tissue.

A quaint but highly practical travelling outfit made its appearance at one exclusive house. A leather dress in some bright colour was worn under a woollen coat to match. When it came to a slightly more formal moment, all mildly had to do was to remove her coat and slip on a matching tunic of uncrushable georgette over the suede frock. A delightful ensemble was immediately obtained.

Sleeves which possess a certain amount of fussiness below the elbow to the wrist are enjoying a vogue. A novelty is a sleeve with a kind of magic-lantern pleating round the bottom. These are even complete to the rather indefinite splashes of colour, worked with fine silk threads.

It seems that although blue is the predicted spring colour it is more than likely to be eclipsed by green, of which every possible shade is assuming tremendous importance.

Little frocks which combine satin and pique are a new idea. They are made on semi-tailored lines, and often adorned with a large flower shoulder posy.

THIS WEEK'S RECIPE.

CHEESE CRACKERS.

The desired quantity of grated cheese; seasoning of mustard, salt, and pepper, some cream crackers, some margarine.

Mix the cheese with enough margarine to make a paste, and season it. Slightly warm the crackers, and very carefully, so as not to break them, spread some of the mixture on each. Heat up in a quick oven, and serve hot.

SEVEN FEET OF SMOKE.



Joyce Compton, Hollywood cinema star, likes her smoke cool. She has this seven-foot holder, made of bone. The fad's becoming popular.



These three New York society beauties were seen at the "Pirate Ball" for a hospital benefit. They are (left to right) Maud Poole, Elinor Klapp and Adele Walker.

AN "IF" FOR GIRLS.

The following parody of "If," with apologies to Mr. Rudyard Kipling, is contributed to the Guiseley (Yorks) Parish Magazine by the Rev. B. M. Challoner (formerly curate at Guiseley), now in the bush region of Australia:—

If you can dress to make yourself attractive.

Yet not make puffs and curls your chief delight;

If you can swim and row, be strong and active,

But of the gentler graces lose not sight;

If you can dance without a craze for dancing,

Play without giving play too strong a hold;

Enjoy the love of friends without romancing,

Care for the weak, the friendless, and the old;

If you can master French, and Greek, and Latin,

And not acquire as well a priggish mien,

If you can feel the touch of silk and satin

Without despising calico and jean;

If you can ply a saw and use a hammer,

Can do a man's work when the need occurs;

Can sing when asked, without excuse or stammer,

Can rise above unfriendly snubs and slurs;

If you can make good bread as well as fudges,

Can sew with skill and have an eye for dust;

If you can be a friend and hold no grudges,

A girl whom all will love because they must;

If sometime you should meet and love another,

And make a home with faith and peace enshrined,

And you its soul—a loyal wife and mother—

You'll work out pretty nearly to my mind.

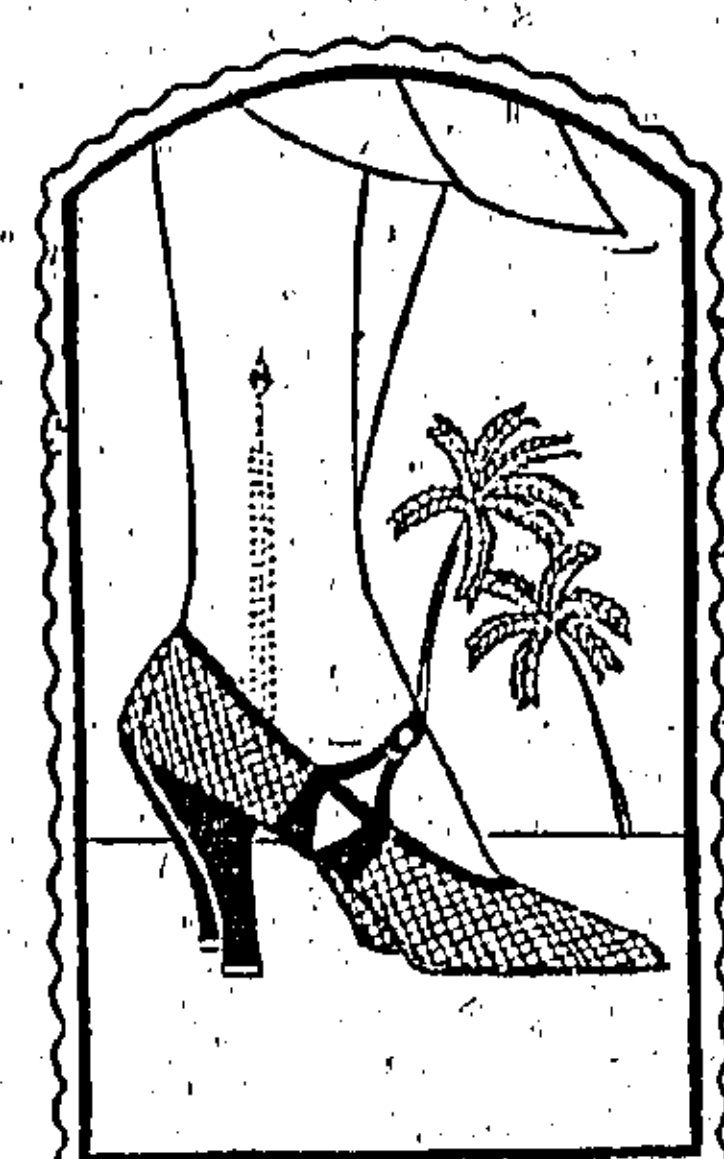
TO WASH FINE CHIFFON.

Put a soapy lather and the chiffon into a wide-mouthed glass jar, and shake till the water gets soiled. Repeat till the chiffon is clean, rinse in cold water, then in water to which gum water has been added in the proportion of two teaspoonfuls to each gill.

Squeeze and roll up in a cloth. As the gum water is apt to make the iron stick, put muslin over the chiffon and iron over it till the material is nearly dry. Then finish off with the bare iron to give a gloss.

To make gum water for stiffening, lace, muslin, &c., pour 1 pint boiling water over one oz. crushed gum arabic; stir occasionally till dissolved, strain, bottle and cork tightly.

PANAMA.



Another unusual shoe for the south is of Panama straw, trimmed with green kid.

The plant that's been developed thro' the ages,

And win the best that life can have in store—

You'll be, my girl, a model for the ages—

A woman whom the world will bow before.

BALLOON SLEEVES.

Balloon sleeves, which, in the days of their popularity some 20 odd years ago were called "tea dippers" by the irreverent, are among the fashion revivals of the moment. The balloon appear between the elbow and wrist, and is to be seen on many new models designed for various occasions.

At a West-end dress salon the other day, a sensation was caused among those present by a mannequin who displayed a new sports dress. The latter was a quite ordinary straight hanging affair in wool cashmere stockinette, plain and workmanlike enough for any golf course, with nothing out of the way about it except the sleeves. Just below the elbow the plain stockinette sleeves ceased, and there appeared big "balloons" of figured silk.

The greater number of balloon sleeves, however, appear upon afternoon gowns. The fact that balloons usually "puff out" below perfectly plain and often quite tight-fitting sleeves make them all the more conspicuous.

Balloon sleeves are mostly made from different material from the stuff of the frock which they decorate, and are sometimes of soft satin, but more often they are made from silk of the sort that will stand alone. This helps the "big ball" to remain expanded.

Women who have become accustomed to the sleevelessness of dance teas and afternoon receptions are rapidly becoming at ease in long sleeves with balloons at the ends of them. More man, watching his hostess serving tea, marvels at the dexterity with which she prevents her new sleeves from causing catatrophic damage.

FASHION HINTS.

Slippers of brocade, trimmed with gold leather in geometric patterns, are now.

The gypsy girl is increasingly

WHEN YOU BUY STOCKINGS.

Stockings are frequently offered at "bargain" prices, but there is little economy in buying perished or inferior goods, for they last so short a time.

Squeeze the stockings between the hands. In this way the difference between real and artificial silk is very easily detected. Real silk is more squeezable. Artificial is rather springy, and has a sort of super gloss on it.

Look out for inequalities of weave and irregularities in the texture. These quickly become ladders. Take particular notice of the marks at the side of the leg seam; see that they really are "fashion" marks, and that the stocking takes its shape and fullness from them. In cheap stockings they are frequently imitations.

Examine the w'h at the top, and see that it will give sufficient play for bending the knees, and if the stockings have cotton tops make certain there is a ladder-proof stripe between the cotton and the silk. It can be seen in the form of crossed threads at the joint. This tiny knot so formed prevents suspended ladders from running down the stocking.

Besides make sure that the stocking is the right size, see that the inside of the foot is almost straight. This ensures plenty of room for the toes. An even better fit is the stocking that is finished with a small horizontal seam at the toes, instead of a woven finish.

COLOURS THAT ARE BECOMING.

No sensible woman need make a martyr of herself by wearing an unbecoming but fashionable colour, although this season blue certainly seems as if it will have more followers than any other shade. It is shown in every tone, while navy blue for smart coats will have a tremendous vogue, according to the designers.

Bois de Rose and cedarwood, which comprise all the paler tones of rose and pink, have become institutions in the world of dress, and are in favour for the women who do not look their best in pastel colours.

Green for spring days will also be very much worn, and is seen in nearly as many variations as blue. The only colour which is no more is our beloved beige. For afternoon wear the smart combination colour schemes have definitely established themselves, and models of powder blue and rose pink, olive green and mauve, jade and canary are shown.

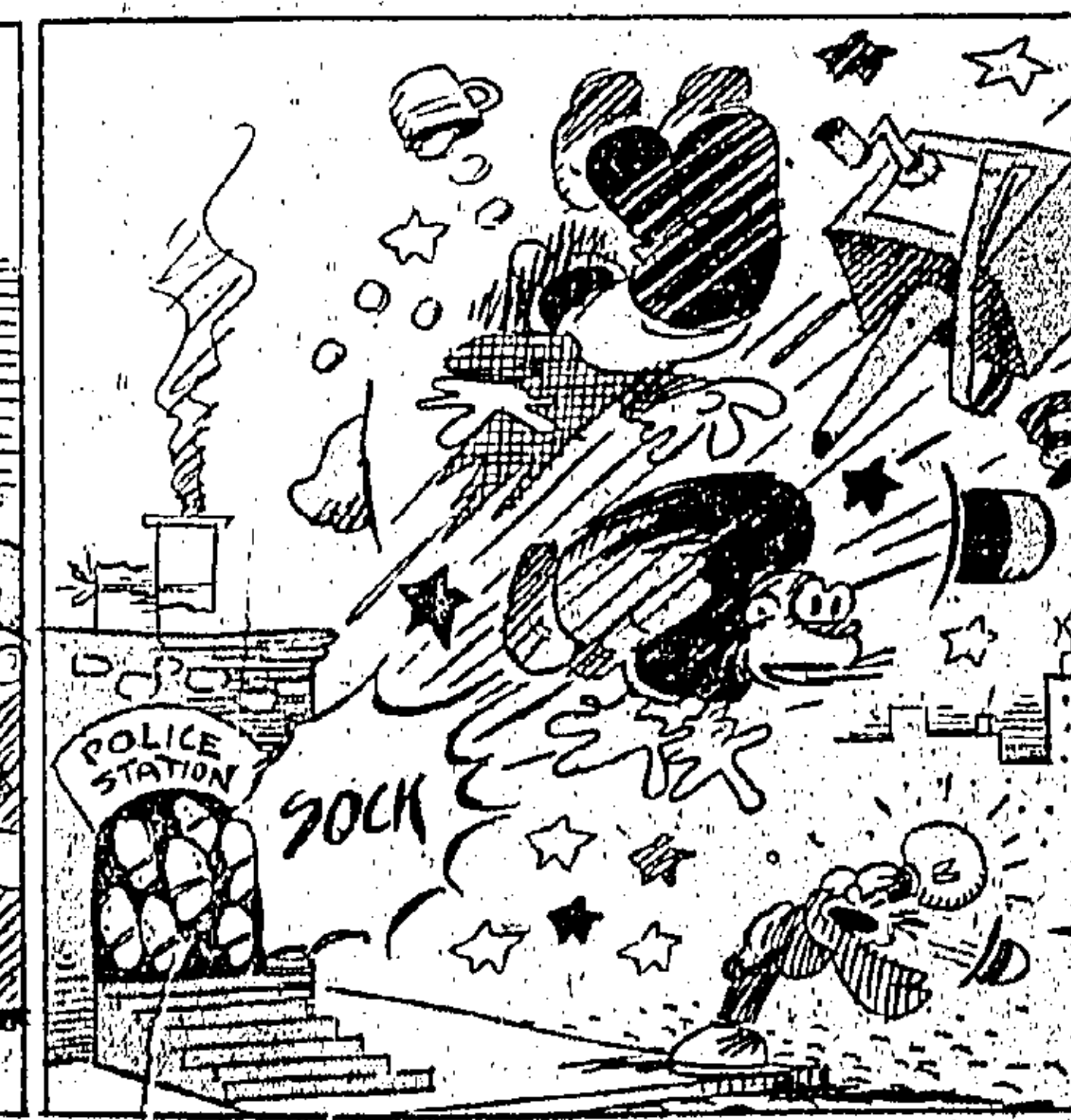
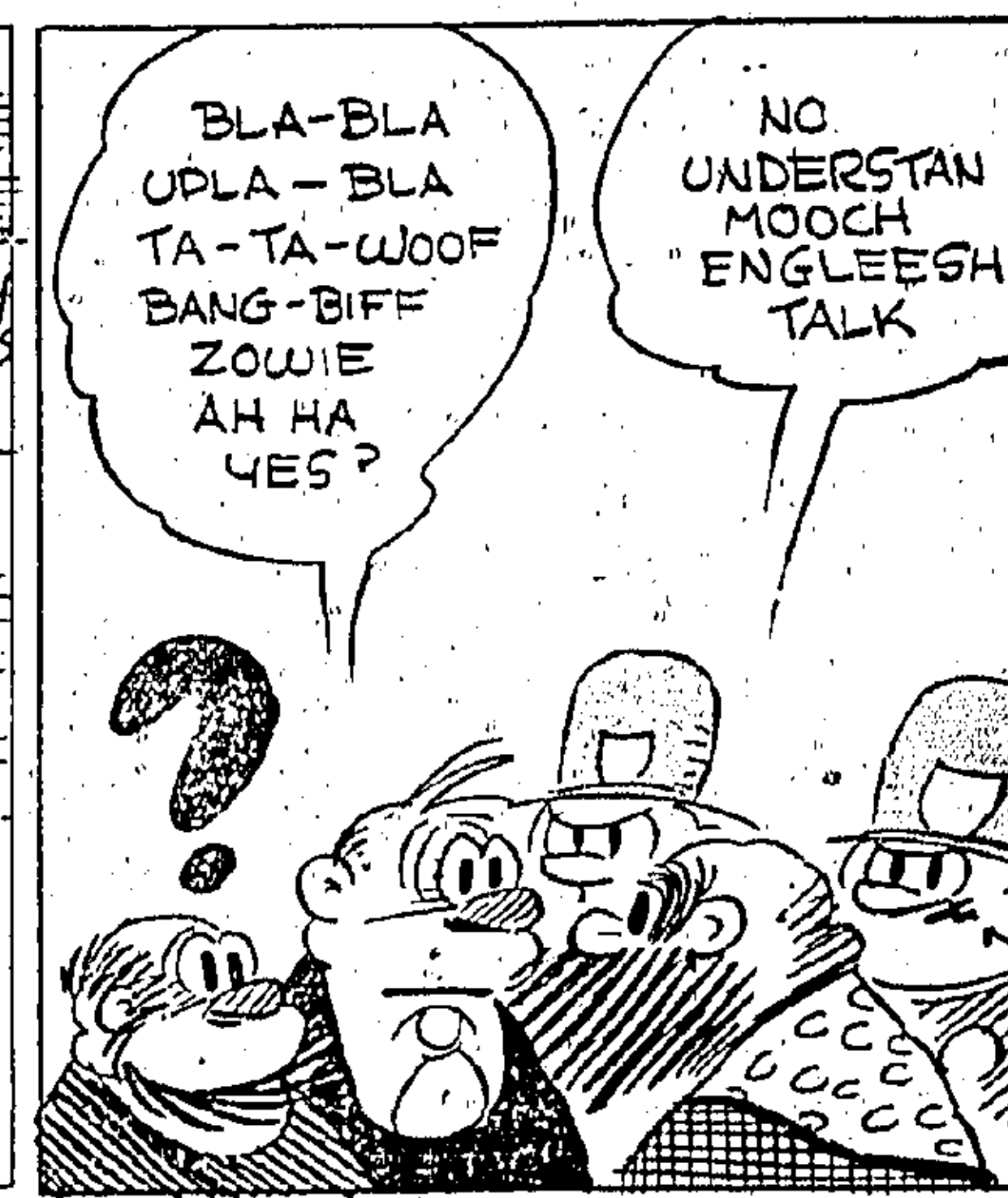
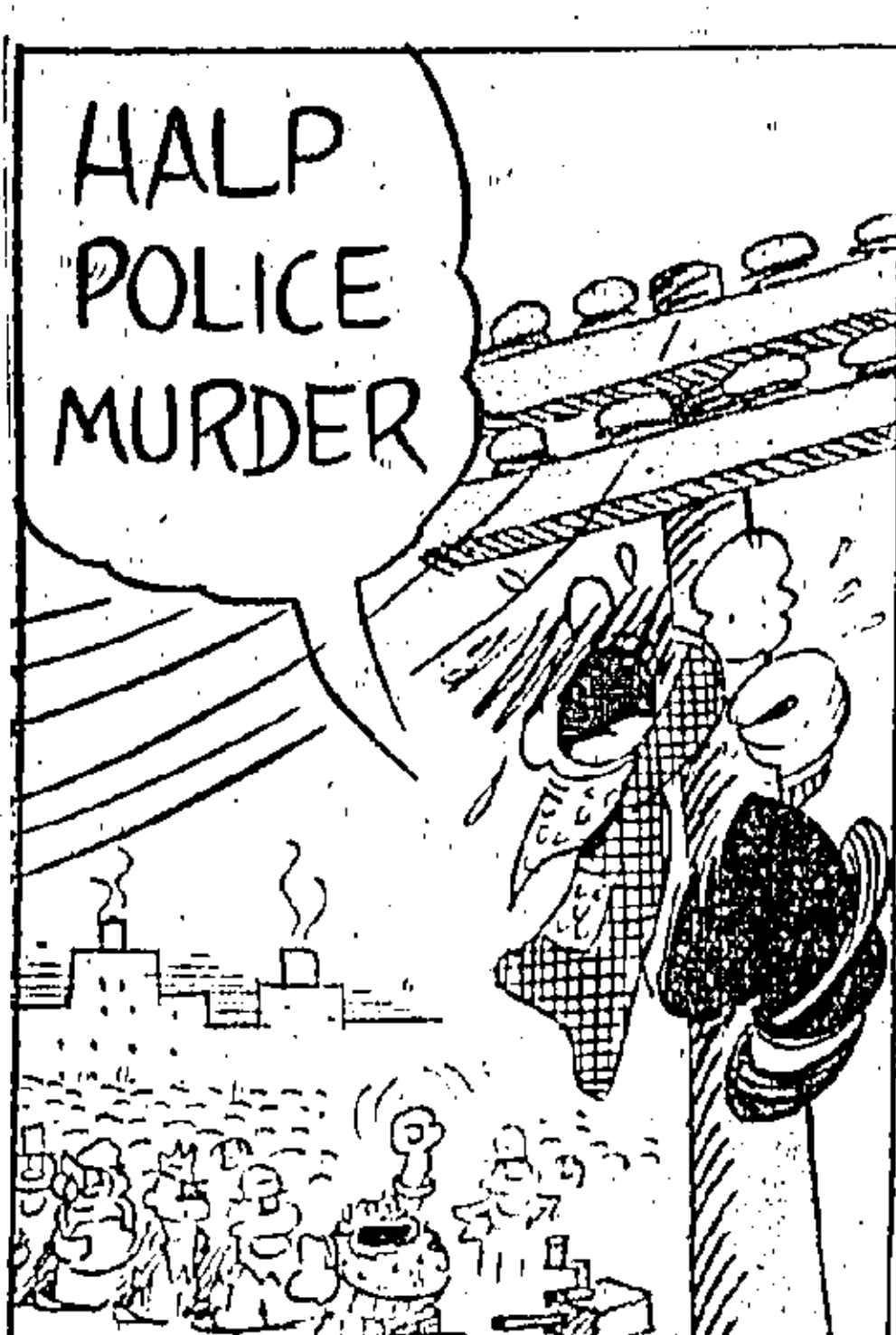
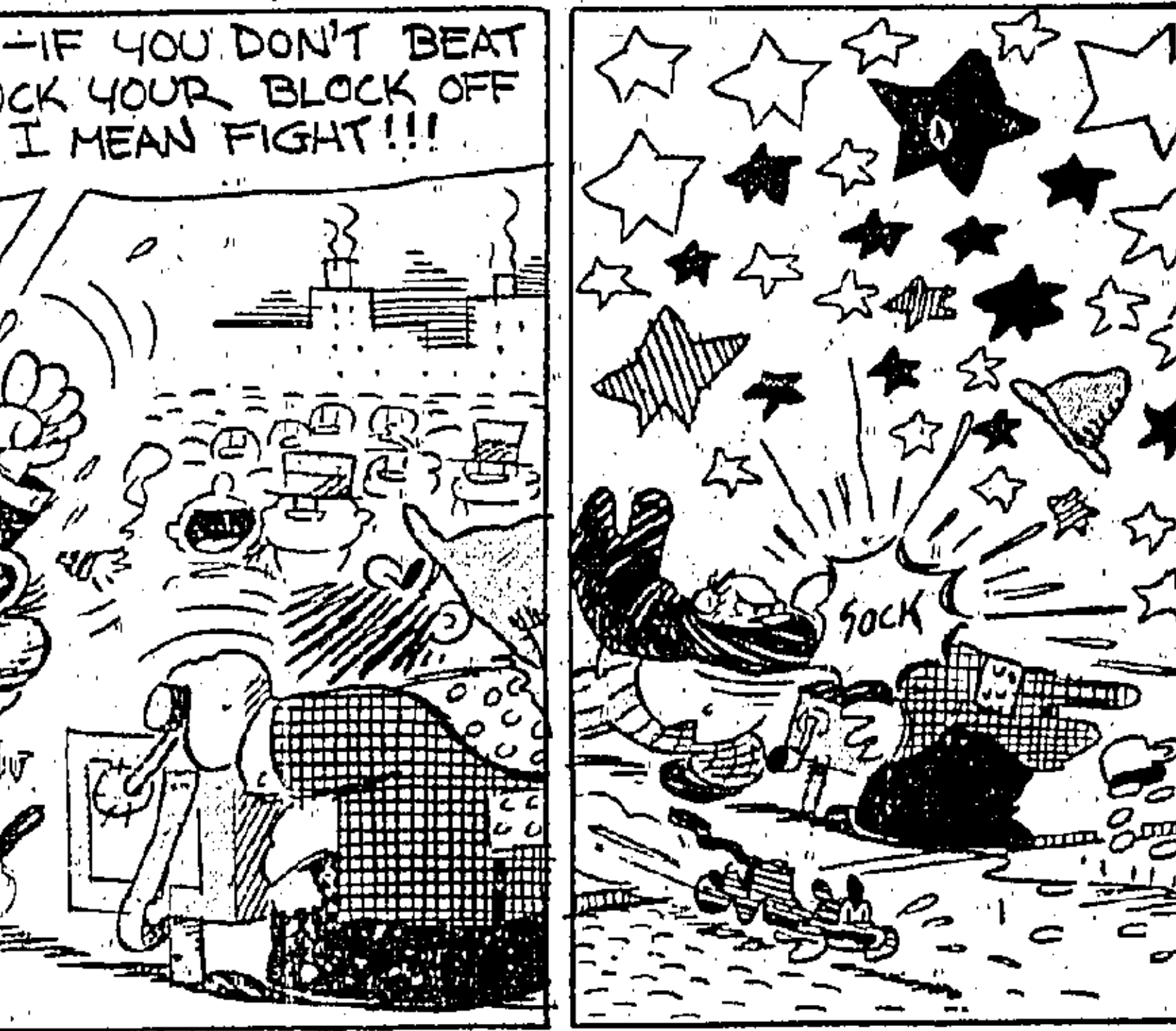
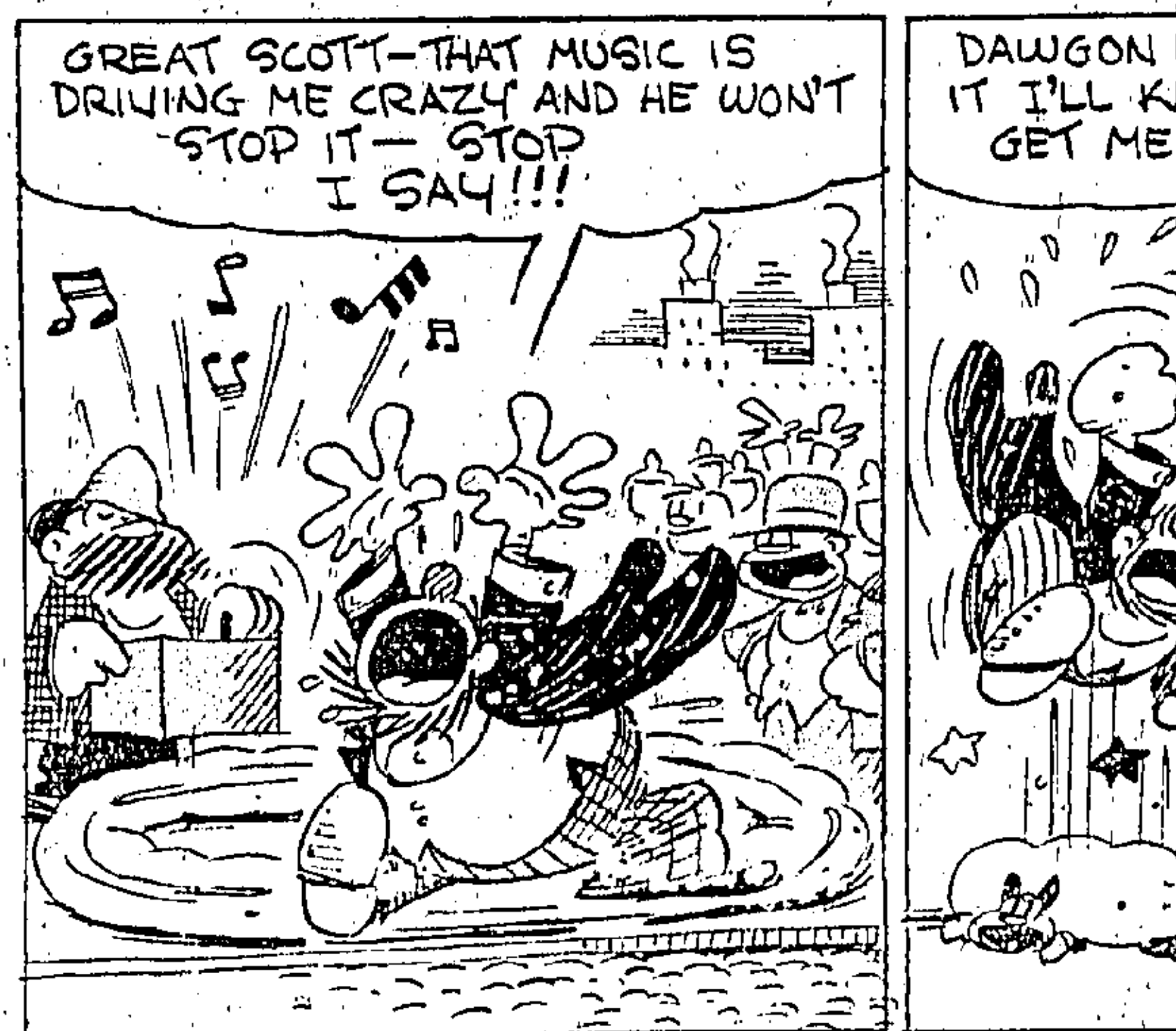
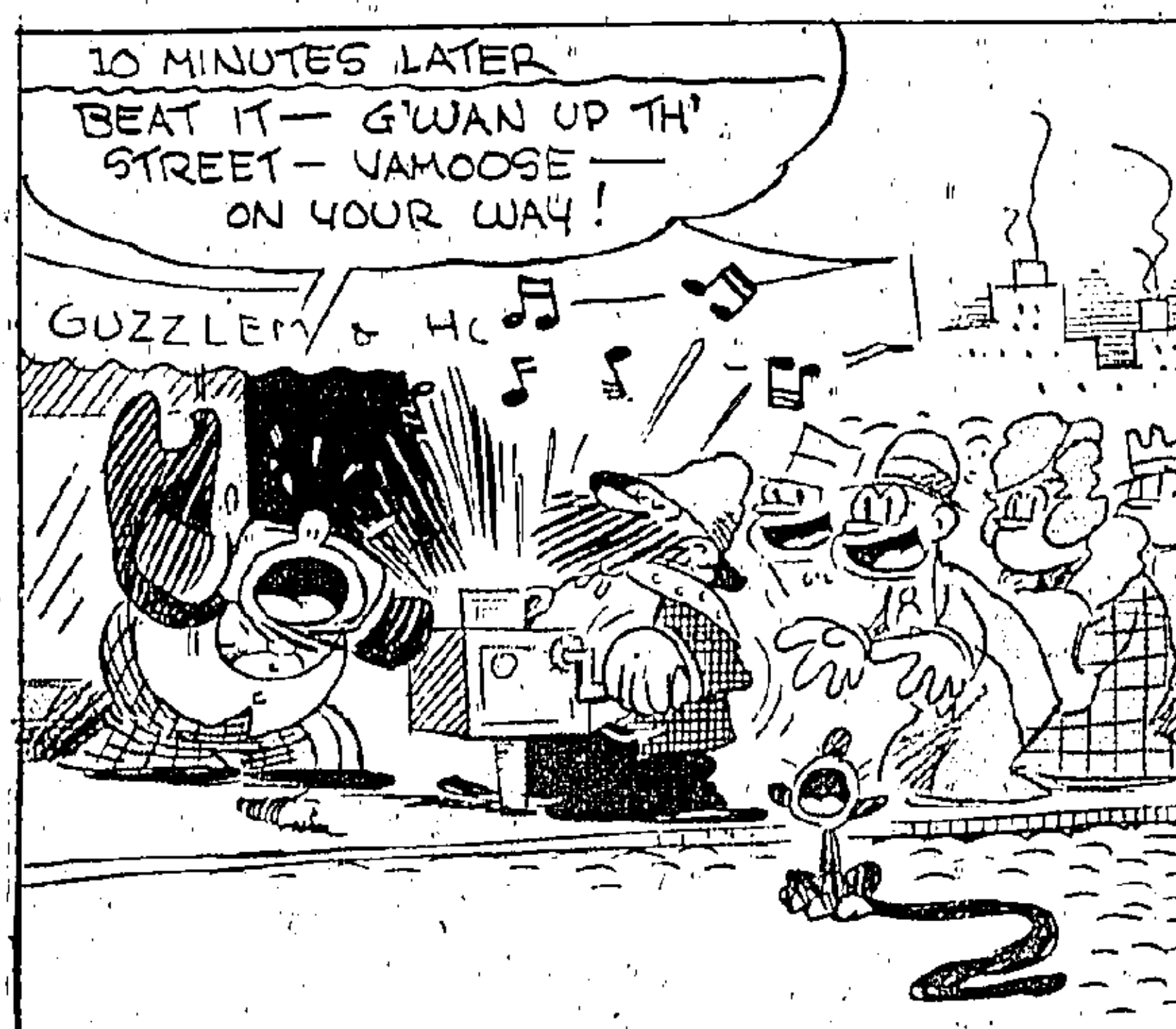
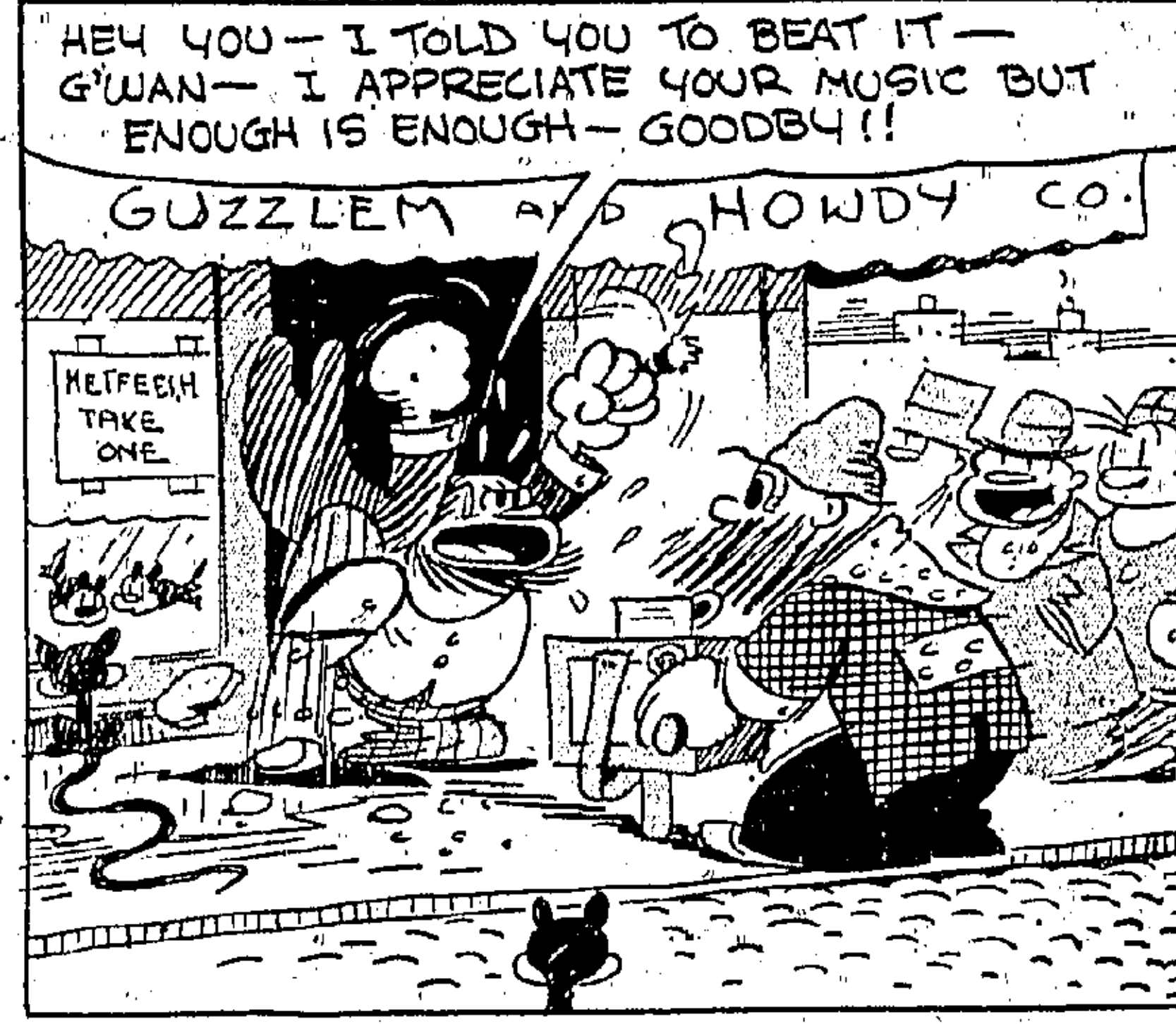
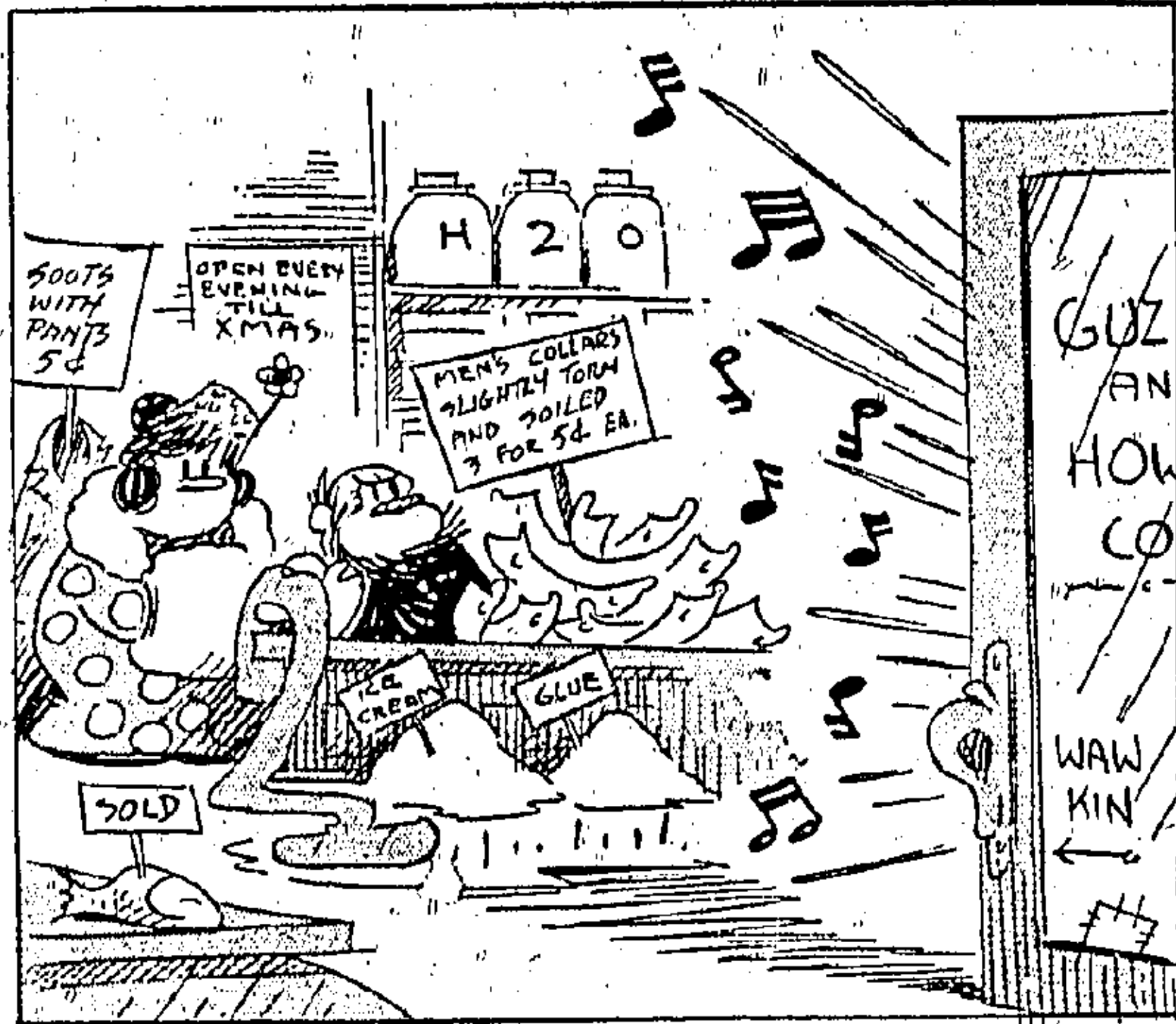
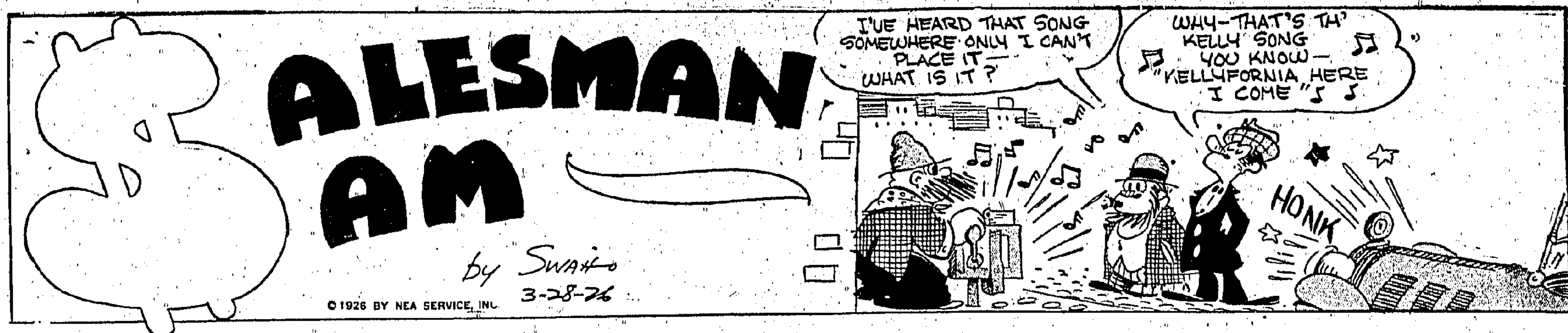


Because it is raffish and because it is quaintly flowered, because it was designed for youth and because it is pink and yellow, this frock chooses a tight bodice and full skirts to harmonize all its attributes. A yoke of double chiffon, tinted yellow, and a coquettish scallop at each side of the skirt are deft touches.

Practically any shade is right for evening gowns. Crepes and chiffon are shown in pastel shades which include black and white. Something even more popular is several tones of one or two colours blended together. This idea also applies to lace. For instance pink is used over gold, or beige over black.

BEAUTIFUL CINEMA STAR.





FAMOUS CHASER DEAD.

TRAGIC END OF SERGEANT MURPHY.

London, April 16. The long and romantic career of the veteran stoop-chaser, Sergeant Murphy, tragically ended at Bogsday today, when he skidded in the West Scotland chase and broke a hind leg. He had to be destroyed.—*Reuter*.

PROFESSIONAL GOLF.

MITCHELL BEATS DUNCAN IN FINAL.

Roehampton, April 16. In the final of the Professional Tournament, over eighteen holes, Abe Mitchell beat George Duncan by 8 and 2. The majority of notable professionals competed. Mitchell was brilliant and all the while the potential winner. He went out in nine fours, Duncan, nevertheless was good, and had played typical fireworks, beating the West Lanes. Professional, Robertson, by 5 and 4 in the semi-final, in which Mitchell, by beating W. Smith (Hadley-Woods), 4 and 3 was not so spectacular. But the superb form of both in the final augurs well for the British hopes this season.—*Reuter*.

RUGBY.

THE ARMY TO FIELD A TEAM TO-DAY.

Match at Kowloon.

The new Rugby Football Club, which has obtained the use of a ground opposite the United Services Recreation Club in Gascoigne Road, Kowloon, will commence its season to-day with a game against the Army. The kick off will be at 3.30 p.m.

The Army team, which has been got together through the energy of Mr. H. C. Gould, will unfortunately not be strong, but it is hoped with this revived interest to soon see a strong representative Army side in the field.

The new Secretary and Captain respectively are Messrs. A. C. Bowker, and G. P. Lammeret and to-day's team will be as follows:

H. J. Armstrong; E. C. Hudson, L. P. Ralph, J. Morrison, G. P. Lammeret, L. M. Wales, B. S. Stephenson, R. Millar, W. L. Smith, M. L. Garra-d, W. Beveridge, J. Pym, L. R. Billingham, R. A. Jardine and R. Macintyre.

CANCER RESEARCH.

DR. GYE'S WORK REWARDED.

Rugby, April 16. At the quarterly meeting of the Council of the Royal College of Surgeons a prize of £100 was awarded Dr. William Ewart Gye in recognition of his work in advancing the knowledge of the pathology and therapeutics of cancer during the past five years.

The award was made in pursuance of a report from the Committee appointed to advise the Council in the matter, in which it was stated that "these experiments, pursued with great patience and acumen over a long period and still in progress, suggest new and hopeful lines of attack upon the problem of the cause of a malignant disease. Though it cannot as yet be said that they have found a practical application they have already given to cancer research such a great stimulus and such new direction as to justify the Committee in recommending Dr. Gye for the prize."—*British Wireless*.

LIQUOR TREATY.

ANGLO-AMERICAN PACT BEING CONSIDERED.

New York, April 16. The Washington correspondent of the Associated Press says that a proposal for a new Liquor Treaty with Britain is being considered by the State Department.

PRINCE'S HOLIDAY.

ON WAY TO BIARRITZ.

Rugby, April 16. The Prince of Wales left Paris this morning for Biarritz, where he will arrive this evening.

ROMAN LONDON.

SOME FURTHER DISCOVERIES.

The "Wall Street district" of London has added another span of antiquity to its already great sense of age and dignity. Workmen, while digging for foundations for the new building of Barclay's Bank, have uncovered the remains of a Roman "arcaded portico" of massive dimensions, and this discovery has at last enabled archaeologists to determine the location of the forum, or market place of the Roman city of Londinium.

It was a great square, 450 feet by 350 feet, lying between to-day's Lombard street and Cornhill, and it would have been cut nearly in two by to-day's Gracechurch street. Its remains now rest in the debris that underlies, about 10 feet deep, the heart of the financial district of London. There, undoubtedly, they will continue to lie. For there will be no excavation under the most costly land in the British Empire, at least not to make an archaeologist's holiday.

The first clue to the site of the Forum was turned up less than half a century back, when foundations were being excavated for the Lendhall Market. The workmen came upon remains of a vast stone building which was identified as the Roman Basilica, or municipal building and court house.

The Basilica in provincial Roman towns was invariably one of the outstanding buildings facing the Forum. So this discovery gave the best starting place in guessing where the great square had lain. Previous guesses had placed it on the site of the Mansion House and including, possibly, the ground on which the Bank of England stands. But after the Lendhall excavation this theory was abandoned. An interesting feature of the finding of the Basilica is that this particular site has been uninterruptedly devoted to public service since the Roman period. It has lost, in grandeur, for to-day's market hall is nothing to boast of and looks like an idiosyncrasy, skirting, as it does, the greatest financial district in Europe.

The Forum of a Roman town was always identified with arcaded walks where the merchants had their stalls. The bases of three massive piers of such an arcade, 5½ feet long by 2½ feet wide, and still standing three feet above the Roman floor level, were uncovered in the newest excavation. The investigators of the Royal Commission of the Historic Monuments were hastily called when the workmen came upon this ancient masonry. And when they arrived they were given a short time to study the discoveries. They came to the conclusion that the arcade continued under Gracechurch street on the east and under adjoining property on the west.

The site of the Forum coincides closely with the old standard, or fountain in Cornhill, from which distances, between London and other cities were reckoned through medieval times until quite recent date. And it may be that the same terminus served for the starting point of the great road system laid out by the Romans. It is almost certain that several streets running off narrow Lombard street to-day—where the banking business of an empire is conducted—represent the Roman layout. Clement's lane and Abchurch street are the same as in Roman days, only now, of course, their pavements lie over fifteen feet of historic debris.

Londinium of the Roman days was a provincial town, but it was no remote village, and in area it was as great as the London of many centuries later. The Roman community lived closer to what is now the Tower district; in fact, there were two Londons, the larger one around the Forum, which stopped at the bank of Wall Brook, the other on St. Paul's Hill. Wall Brook at that time was an important tidal stream, and was lined with wharves, and crossed by several wooden bridges. To-day it has vanished, and what water it still holds enters the Thames by an underground conduit. "Wall Brook" has become Wallbrook, a narrow street running from Cannon street into Mansion House square.

The Romans undoubtedly had a great bridge at about the spot of famous London Bridge, and their roads through Kent diverged from it. And, of course, a great deal is known regarding the line of the third Roman Wall, for it was not wiped out by building operations until after the Great Fire. The wall was 12 feet thick and 20 feet high and was filled with tightly mortared rubble and faced with stone, a most formidable defense. It is not certain who built it. One legend has it that Constantine the

TENANTS ALARMED.

FEAR OF HOUSE COLLAPSE.

Cracks showing in the walls, and the falling of plaster, have caused some alarm to the inmates of a Chinese tenement opposite the No. 2 Police Station at Wanchai Road.

The house is one of three two-storied structures which have long presented a dilapidated appearance from the street. Shoring was put up this morning and the inmates have been warned to move out.

A Chinese woman has been sent to the Government Civil Hospital suffering from injuries to her head, alleged to have been inflicted by a man who has been arrested.

With injuries to her head, a Chinese woman has been sent to the Kwong Wah Hospital. She says her wounds were caused through another woman assaulting her with a hammer.

The master of the Fook Loong jow's paper shop, 120 Main Street, Shaikwan, reports that the manager has absconded, taking with him the sum of \$1,700.

Stories that continue to arrive of the increasing strength of the monarchist element in Poland, recall the curious conditions of the old Polish monarchy. It was elective, and not hereditary; every nobleman had the right to vote at the election or to stand himself. "Whoever," wrote Voltaire, "saw a King of Poland in the pomp of his majesty, would think him the most absolute prince in Europe; yet he is certainly the least so. The Poles really make with him the same contract which is supposed to exist between a Sovereign and his subjects—the sons of a king have no claim to the dignities of their father. At the moment of his consecration the King releases his subjects from their oath of allegiance, if he should break the laws of the republic."

Lady Astor, M.P., speaking at a Six-Point Group dinner to Mrs. Pankhurst in London recently said she would gladly "get out of the House" to give Mrs. Pankhurst her place if only she saw her way to take it. Mrs. Pankhurst would have a great influence in the House, not only on the women of England but on the women of the whole world. Mrs. Pankhurst said that if the women of England thought her place was in the House of Commons she would be glad to serve there, but she must decline Lady Astor's handsome offer. If she went into the House of Commons she would want to fight for her place.

FLAPPER FANNY SINGS.



Some girls sing whose nerve is much stronger than their voices.

Great erected it as a compliment to his wife, a Briton princess. Another account says it was built in the days of Hadrian (A. D. 117-138), when Londinium reached its prime as a Roman town.

The first wall was probably built after Queen Boadicea fell upon London during the absence of most of the legions on a Welsh expedition. The fearless native queen ordered every one put to death who lived under the Roman invader's protection. The experience taught the Romans a lesson, and the town was walled in, to remain so for 1,600 years and more. A committee of experts is now collecting and collating all that is known of Londinium, and the result is likely to be an important publication on Roman London which will rank with last year's

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Hongkong, \$1,090 sa.	Chartered, \$214 n.
Mercantile A. and B., \$30 b.	Mercantile C., \$134 b.
P. and O., \$24 n.	East Asia, \$80 b.
Marine Ins.	Canton Ins., \$625 b.
China Underwriters, \$1.90 n.	North China, \$145 n.
Unions, \$283 b.	Yangtze, \$39 b.
Fire Ins.	China Fire, \$170 b.
Hongkong Fire, \$550 b.	Shipping.
Douglases, \$28 n.	Steamboats, \$254 sa.
Tugs, \$21 s.	Indo-China, \$38 n.
Shell Trans., \$77 b.	Star Ferries, \$62 s.
Waterboats, \$15 n.	Oriental Nav., \$250 n.
Refineries.	China Sugars, \$35 b.
Malabons, \$34 n.	Mining.
Bonguets, \$150 n.	Kailans, \$2/- b.
Langkats, \$14 b.	S'hai Explorations, \$15.52 sa.
Shanghai Loans, \$15 n.	Rauhs, \$5.00 b.
Tronohs, \$5/- sa.	Ural Caspian, \$/- n.
Docks, etc.	Kowloon Wharves, \$128 b.
Whampoa Docks, \$60 s.	Hongkows, \$165 b.
New Engineerings, \$15.58 b.	Shanghai Docks, \$108 b.
Lands, Hotels, etc.	H. and S. Hotels, \$9.75 sa.
H.K. Lands, \$661 s.	Realty, \$6 b.
Territorials, \$52 n.	Humphreys, \$151 b.
Princes Bldgs, \$100 n.	Rural Lands, \$7 s.
Cottons.	Ewos, \$15.10 b.
Oriental, \$13.10 b.	S'hai Cottons, \$15.52 b.
Miscellaneous.	Amusements, \$111 b.
Canton Ice, \$74 n.	Cements, \$151 b.
China Buses, \$10 s.	China Lights, \$20 n.
China Prov., \$4.90 s.	Constructions, \$21 s.
Dairy Farms, \$20 n.	Der A. Wing, \$10 n.
Electrics, \$634 sa.	Macao Electric, \$40 n.
Developments, 25 cents, n.	Ropes, \$30 s.
Tramways, \$24.50 b.	Lane Crawford, \$112 s.
Mackintosh, \$211 s.	Peak Trams, \$173 b.
Sinceres, \$11 n.	Taxis, \$4 s.
United Asbestos, \$20 n.	Watsons, \$13 b.
Powells, \$10 n.	

SHANGHAI COUNCIL.

FRESH CHINESE DEMANDS.

Activity among local Chinese associations to obtain greater representation on the Shanghai Municipal Council than that outlined in the Council's resolution is, says the *Shanghai Times*, proceeding briskly in Shanghai, but none of the reputable associations has come out in favour of the new proposals, which find expression in the amendment suggesting proportionate representation.

According to the Chinese newspapers, the Hupeh Road and Shanghai Road street unions held meetings on Thursday last when speakers urged that efforts should be directed towards securing more than three Chinese seats on the Council. It was suggested that the Chinese Ratepayers' Association should call a special meeting to discuss larger representation.

These two unions also supported the attitude of a body known as the Association of Various Public Bodies, which has sent out a circular letter to leading local associations stating that as the Chinese pay the bulk of taxation and are not given the right to be represented on the Council three seats are not sufficient to meet the just claims of the Chinese.

The letter states that the population of the Settlement is 90 per cent. Chinese and that most of the public revenue is obtained from the Chinese ratepayers. Therefore, three seats will not content the Chinese. "If the Council will not consent to Chinese representation in proportion to the amount of taxation paid by Chinese ratepayers, we must press for a larger representation."

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

Authorized Capital - \$50,000,000
Issued and Fully Paid-up - \$20,000,000
Reserve Fund - \$4,500,000
Sterling - \$17,000,000
Silver - \$10,000,000

COURT OF DIRECTORS:
D. G. M. Bernard, Esq., Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
W. H. Bell, Esq., A. J. Plummer, Esq.,
A. H. Compton, Esq., T. G. Weall, Esq.,
P. H. Holyoak, Esq., H. P. White, Esq.,
W. L. Patterson, Esq., G. M. Young, Esq.

Chief Manager:
A. H. Barlow, Esq.
Manager: Shanghai - G. H. Stitt, Esq.

LONDON BANKERS:
WESTMINSTER BANK LTD.
CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 27th Feb., 1926.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3½ per cent annum. Should there be no balance on any day in a month no interest will be allowed for that month. Depositors may transfer at their option Balance of \$100 or more to the HONGKONG AND SHANGHAI BANK TO BE placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong and Shanghai Banking Corporation. A. H. BARLOW, Chief Manager. Hongkong, 7th January 1926.

THE BANK OF CANTON LTD.

Head Office Hongkong.

Established 1912.
Authorized Capital - \$1,200,000
Paid Up Capital - \$1,082,925
Reserve Fund - \$700,000

BRANCHES: Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
CORRESPONDENTS in all principal cities of the World.
LONDON BANKERS: The Lloyds Bank Ltd.
Every description of Banking business transacted.
Safe Deposit Boxes to let from \$3.00 to \$40.00.
LOOK POON SHAN, Chief Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
Authorized Capital - \$60,000,000
Paid-up Capital - \$19,278,500.00
Reserve Funds - \$8,578,476.24

HEAD OFFICE: PEKING.
HONGKONG BRANCHES:
4, Queen's Road Central.

Branches and Sub-branches all over China and corresponding in Europe, America and other parts of the World.
LONDON BANKERS: The National Provincial and County Bank of England Ltd.
The Guaranty Trust Company of New York.
NEW YORK BRANCHES: The Irving National Bank, The Equitable Trust Company of New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

TSU YEE PEI, Manager.

THE MERCANTILE BANK OF INDIA LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E. C. 3

Authorized Capital - \$25,000,000
Subscribed Capital - \$2,800,000
Paid-up Capital - \$1,050,000
Reserve Fund - \$1,350,000

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:
Bangkok, Calcutta, Kuala Lumpur, Rangoon, Batavia, Hongkong, Madras, Shanghai, Bombay, Harbin, New York, Simla, Calcutta, Karachi, Port Louis, Surabaya, Delhi, Kota Bharu (Malaysia).

HONGKONG BRANCHES:
Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 2½ per cent per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

O. L. O. SANDER, Manager.
5, Queen's Road Central, Hongkong, April 17th, 1926.

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE: HONGKONG.
10, Des Voeux Road Central, Hongkong.

Authorized Capital - \$10,000,000
Paid-up Capital - \$5,000,000
Reserve Fund (1925) - \$2,200,000

DIRECTORS:
Hon. Sir Shou-Son Chow - Chairman
Fung Ping Shan, Mok Ching Kong, Li Koon Chun, Wong Yun Tong, P. K. Kwok, Ng Ching Luk, Kan Yan Po, Pong Wai Ting, Chan Ching Shet.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES to let.
KAN TONG FO, Chief Manager. Hongkong, 8th February, 1926.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society) BANK.
Established 1824.
Hongkong Branch established 1900.

Authorized Capital Guilder - \$10,000,000
Paid-up Capital Guilder - \$4,500,000
Reserve Fund Guilder - \$2,536,861 (\$1,111,405)

Special Reserves Guilder - \$2,650,000 (\$1,168,500)
HEAD OFFICE: AMSTERDAM.
Eastern HEAD OFFICE: BATAVIA.

BRANCHES:
Batavia, Bencoolen, Boerha, Bontoe, Borneo, Calcutta, Cebu, Hongkong, Kobe, London, Lyons, Manilla, Medan, Padang, Palembang, Penang, Rangoon, Semarang, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Organized wood pigeon shooting are now taking place throughout England. Since the war these birds have greatly increased in number, and the damage inflicted by them on young crops is a considerable factor in the loss of the season.

BANKS.

INTERNATIONAL BANKING CORPORATION.

(Owned by the National City Bank of New York.)
Capital, Surplus and Undivided Profits U. S. \$14,000,000.

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36 Bishopsgate, E. C.

BRANCHES:
Barcelona, Madrid, Manila, Bombay, Calcutta, Canton, Hankow, Harbin, Hongkong, Kobe, Yokohama.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of Branches of the National City Bank of New York in the principal countries of South America and in the West Indies.

G. HOGG, Manager.
8 Queen's Road Central, Hongkong.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

(Incorporated by Royal Charter 1863.)
Paid-up Capital - \$25,000,000
Reserve Fund - \$4,000,000
Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:
96, Boulevard Haussmann, Paris.

Subscribed Capital - Frs. 72,000,000.00
Paid Capital - Frs. 68,400,000.00
Reserve Fund - Frs. 59,667,233.54

BRANCHES:
Bankok, Hanoi, Pondicherry, Batavia, Hongkong, Saigon, Calcutta, Indragiri, Shanghai, Canton, Dairen, Nankai, Hankow, Tientsin, Harbin, Peking, Yunnanfu, Kowloon, Fom-Pan, Yunnanfu.

INTEREST allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. LECOT, Manager.

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE: HONGKONG.
10, Des Voeux Road Central, Hongkong.

Authorized Capital - \$10,000,000
Paid-up Capital - \$5,000,000
Reserve Fund (1925) - \$2,200,000

DIRECTORS:
Hon. Sir Shou-Son Chow - Chairman
Fung Ping Shan, Mok Ching Kong, Li Koon Chun, Wong Yun Tong, P. K. Kwok, Ng Ching Luk, Kan Yan Po, Pong Wai Ting, Chan Ching Shet.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES to let.
KAN TONG FO, Chief Manager. Hongkong, 8th February, 1926.

THE P. & O. BANKING CORPORATION, LTD.

(Incorporated in England 1920)
With which is affiliated THE ALLAHABAD BANK, LTD. INDIA.

Authorized Capital - \$5,000,000
Subscribed and Paid-up - \$2,500,000
Reserve Fund - \$1,500,000

HEAD OFFICE:
122, Leadenhall London E.C. 3.

WEST LONDON BRANCH:
14-16, Cockspur Street, London S.W.1.

EASTERN BRANCHES:
Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to the Branches has Agencies in all the principal cities of the world.

L. E. HOPKINS, Manager.
22, Des Voeux Road Central, Hongkong.

ORIENTAL COMMERCIAL BANK, LTD.

HEAD OFFICE:
50 Des Voeux Road Central, Hongkong.

BRANCHES: HONGKONG - SHANGHAI.
Correspondents: London, Westminister Bank, Ltd., New York, National City Bank, San Francisco, Union Trust Co. of San Francisco, Canton Bank.

Authorized Capital - \$5,000,000
Paid Up Capital - \$1,500,000
Modern banking in all its branches. Current accounts, savings accounts and fixed deposits solicited. Loans granted on approved security.

INTEREST - Current accounts 2 per cent savings 4 per cent, Fixed Deposits, 3 months 4 per cent, 6 months 4½ per cent, one year 6 per cent.

Safe Deposits, Boxes for Rent. Our vaults safeguarded by time clocks and double combinations. Fireproof steel doors.

J. T. LUM, Manager.

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Hongkong, March 11th 1926.

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"ATREUS" 21st May. New York, Boston & Baltimore

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"PATROCLUS" 5th May. Singapore, Marseilles & London.
"ANTENOR" 2nd June. Singapore, Marseilles & London.
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Tjisonari	Shanghai	20th April	22nd April	Batavia
Tjikini	Japan	28th April	29th April	Batavia
Tjikarang	Batavia	2nd May	6th May	Shanghai
Tjikembang	Shanghai	3rd May	6th May	Batavia
Tjisalak	Java	3rd May	6th May	S'hai & Dalny
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*Via Batavia

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EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 30
EMPRESS OF ASIA	Jun. 24	Jun. 27	Jun. 30	July 3	July 12
EMPRESS OF CANADA	July 9	July 12	July 14	July 17	July 26
EMPRESS OF RUSSIA	July 22	July 25	July 28	July 31	Aug. 9
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 11	Aug. 14	Aug. 25
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4

2/Asia and 2/Russia call at Nagasaki the day after departure from Shanghai.

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S.S. OUDERKERK 6th Apr.

S.S. ALDEBARAN 4th May

S.S. OLDEKERK 31st May

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S.S. OOSTKERK 17th Apr.

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TRIAD RITUAL

ALLEGATION AGAINST COOLIES

Discoveries By Police In a Peel Street House.

Articles which were alleged to be used in Triad ritual, consisting of flags, banners, sacrificial papers, joss sticks and candles were exhibited in the Central Magistracy yesterday, when nine men were charged with being members of a Society using Triad ritual.

Three of the men were Sanitary Board coolies, another was a postman and the others unemployed. They had previously worked in the Sanitary Department.

Mr. Gordon Leask represented eight of the defendants. A clerk in the Detective Office of the Police said he had examined various banners and flags and had found correlative references in Stanton to the characters which appeared on them. He had also examined certain red headbands and was satisfied they were turbans as referred to in Stanton.

God of War Worship.

There were also references in the book to a mirror and a scroll (produced) which showed a picture of the God of War. He had examined a ledger found in the house in Peel street which contained a list of names, including those of five defendants.

Mr. Leask: Is not the scroll found in many ten shops in China?

Witness: Yes. It is quite common.

Is the worship of the God of War common throughout China?

Witness: Yes. It is done quite openly.

Mr. Leask: Are these flags used in connection with the worship?

Witness: Not by ordinary people.

Mr. Leask: Do you know where these defendants came from?

Witness: I have been told from Waichow.

Mr. Leask: Do most Waichow people worship the God of War in preference to others?

Witness: I do not know.

Club for Waichow Men.

A Chinese detective gave evidence of the police visit to the house, detailing the various articles found there.

Gross examined by Mr. Leask, Sergeant Kelly agreed that the God of War could be worshipped without interference from anyone.

He also added that another man was detained by the police outside the court, but on the instructions of a superior officer had been released.

There was some evidence that he was connected with a Triad Society.

Mr. Leask said the house in Peel street was used as a club by Waichow men and asked Sergeant Kelly if there was anything inconsistent with it being a club.

Witness replied that there was little furniture in the house.

Mr. Leask said that the Waichow men felt that when the strikers returned there might be trouble, and they formed a club where they could go in and rest.

They paid a subscription of a dollar, and occasionally administered a few cents charity.

He was afraid the Ordinance was so drastically drawn that they might

SHIPPING BOARD DEAL

ADMIRAL ORIENTAL LINE TAKE OVER PRESIDENTS.

Sphere of Dollar Interests.

Information was received from the local offices of the Admiral Oriental Line yesterday that the U.S. Shipping Board had accepted the bid of the stockholders in the Company, made through Stanley Dollar, for the purchase of the five President boats now operating in the Far East. The cable advices gave no details of the financial arrangements.

The five vessels involved are those which first came to the Orient in April 1921 under the flag of the Pacific S.S. Company and were respectively named Wenatchee, Silver State, Keystone State, Pinetree State and Bay State. About a year later, when the Company was renamed the Admiral Oriental Line, the vessels became respectively the President Jefferson, Jackson, McKinley, Grant and Madison and these have been operating since, together with approximately 12 freighters, all leased from the Shipping Board.

The group interests which comprise the Admiral Oriental and Dollar Line now operate the entire President fleet in the Far East, the latter company having taken over from the Pacific Mail S.S. Co. in May of last year, the President Pierce, Taft, Wilson, Lincoln and Cleveland, running out of San Francisco.

The entire fleet numbers 17, of which seven are employed in the round world service under the Dollar flag, the same company running a service of freighters from Manila to Whampoa, while they are agent principals of the Pioneer Line, running between Pacific and Atlantic ports via the Panama Canal.

Now that the Lake boats are disposed of, the U.S. Shipping Board's interests in Far Eastern waters are confined to the Columbia Pacific S.S. Co., and the service which is maintained by Struthers and Barry between the Pacific and Manila.

The original offer made by Stanley Dollar was one of \$3,000,000, the only bid to be made in response to the Shipping Board advertisement in February last, but the terms were not fully complied with.

The Shipping Board required that the purchasers should supply a \$1,000,000 bond to maintain a schedule of 17 sailings a year for a period of five years. The Round-World President were purchased on similar conditions, but instead of 17 sailings the Dollar fleet has maintained 28 per year.

Negotiations were not concluded and the Shipping Board again asked for bids, which were to be in hand by April 6. Failing details, it is to be assumed that the Dollar interests have repeated their offer and this, after consideration by the Shipping Board, has been accepted. The price will in all probability be found to be that already named, approximately \$3,000,000.

have committed an offence by being found on the premises if Triad ritual was carried on in the building.

The case was adjourned until next Wednesday.

LARGE BRITISH AIRSHIP

TWICE AS LARGE AS R.33.

Selby (Yorkshire), March 6.—A start will be made in the first week of April with the construction of the new airship R 101, which will be employed on the air service to India, and possibly to Australia.

The airship, the largest yet attempted, is to be built by the Airship Guarantee Co. at Howden, Yorkshire, and will take two years to complete.

The giant ship will be 760 feet long, 130 feet wide, and 170 feet high. The gas capacity of four million cubic feet will give a lifting power of about ninety tons. R 101, it is interesting to recall, had a gas capacity of two million cubic feet and a disposable lift of twenty-nine tons.

The new airship's horse-power will be more than five thousand, and her average flying speed fifty miles per hour.

There will be accommodation for 125 passengers, each of whom will be allowed 40lbs. of baggage. The ship will also have a special room in which to carry fifteen tons of mails.

Fuel Stations.

It is estimated that the voyage from England to Sydney will take eleven days. There will be three fuel stations and calling places on the route—Heliopolis (near Cairo), Karachi, and Singapore.

After each round trip the ship will be brought back to Howden, which is, I understand, to be the principal repair depot for all airships. It is stated that six ships will be in commission, so that a regular service can be maintained.

The consumption of oil fuel by the new ship's five engines during her flight will average roughly three hundredweight per hour. Non-inflammable gas is to be used, and by a new process the captain will be able to trim his ship on any part of the journey.

DON'T IMAGINE YOURSELF ILL

when all that is the matter is an over-worked liver or a stagnated condition of the intestinal tract. If headachy, bilious, liverish, "blue," take a little dose of Pinkettes at bed-time to-night, and its 10 to 1 you'll feel ever so much

PINKETTES

better and brighter in the morning.

Pinkettes gently but quickly dispel constipation, restore daily regularity, revive the appetite, aid digestion.

Your chemists sell Pinkettes, or post free, 60 cents, the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

PINKETTES-KEEP YOU WELL.

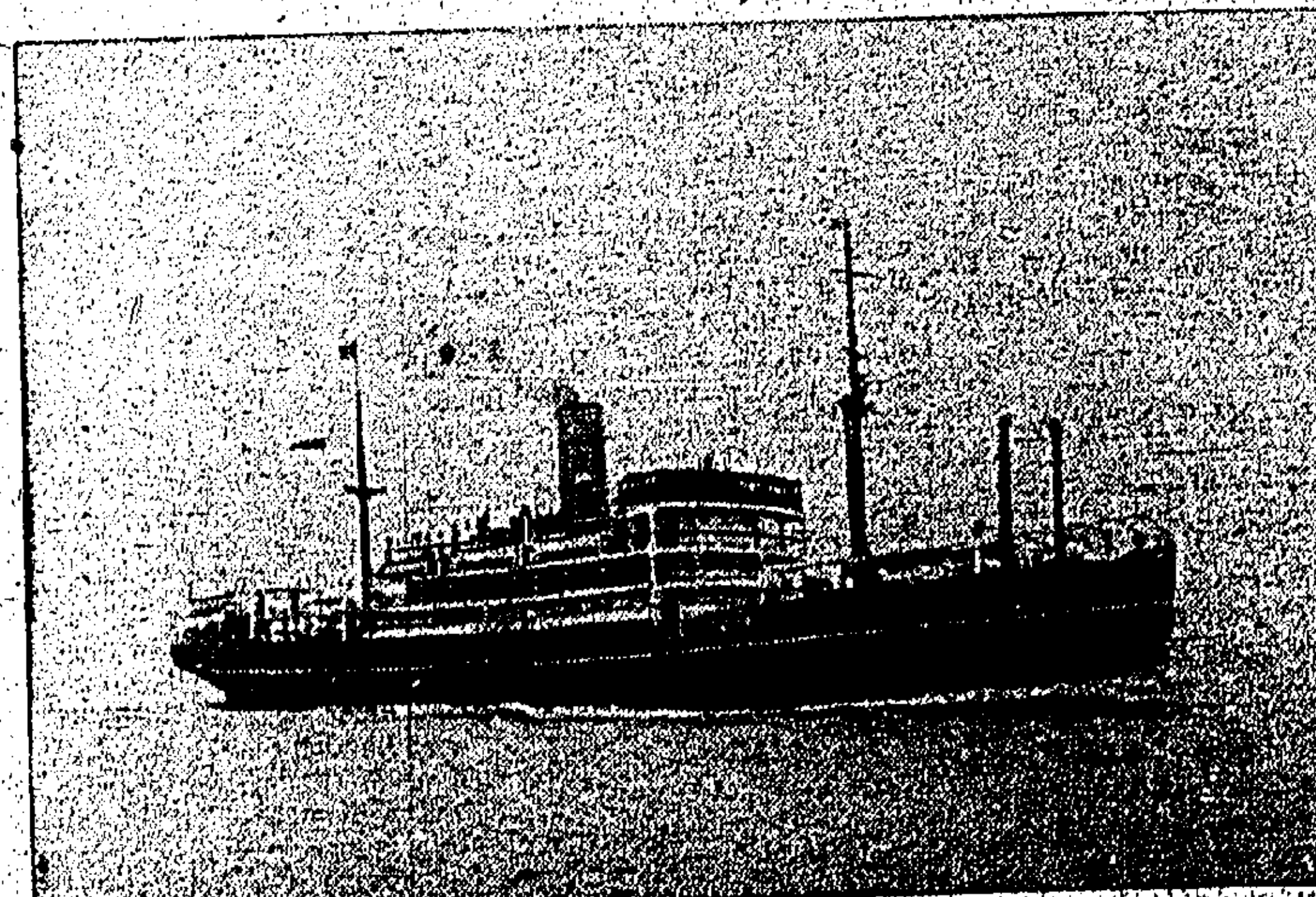
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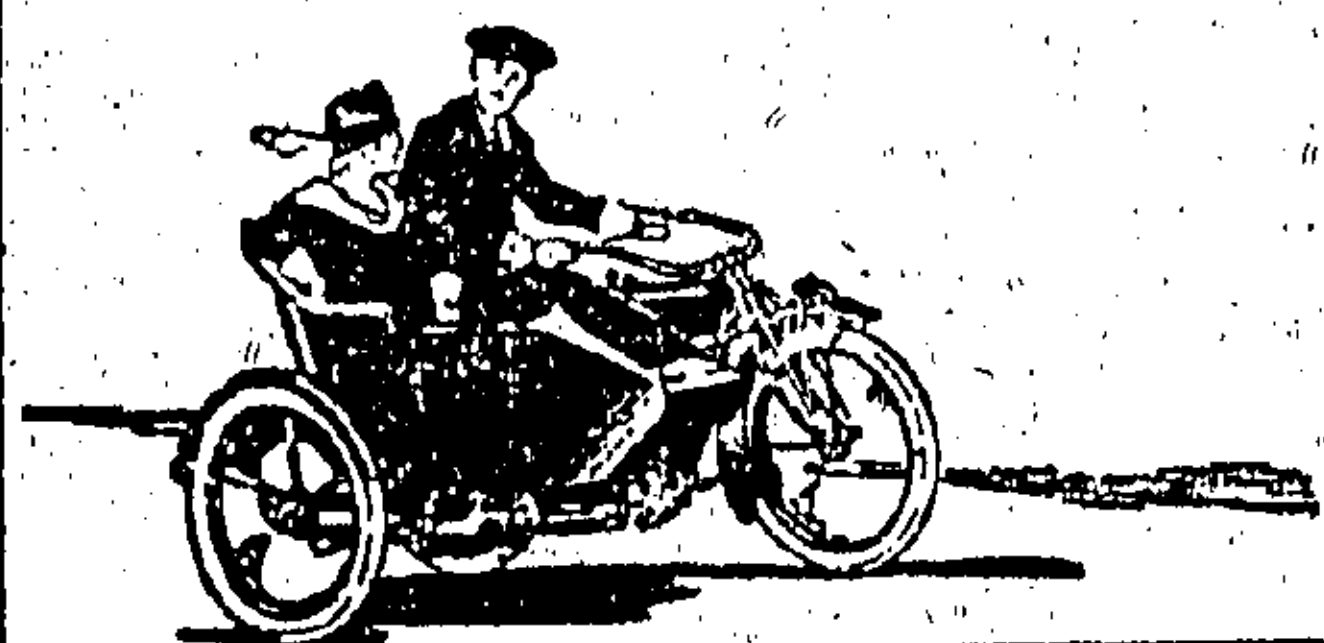
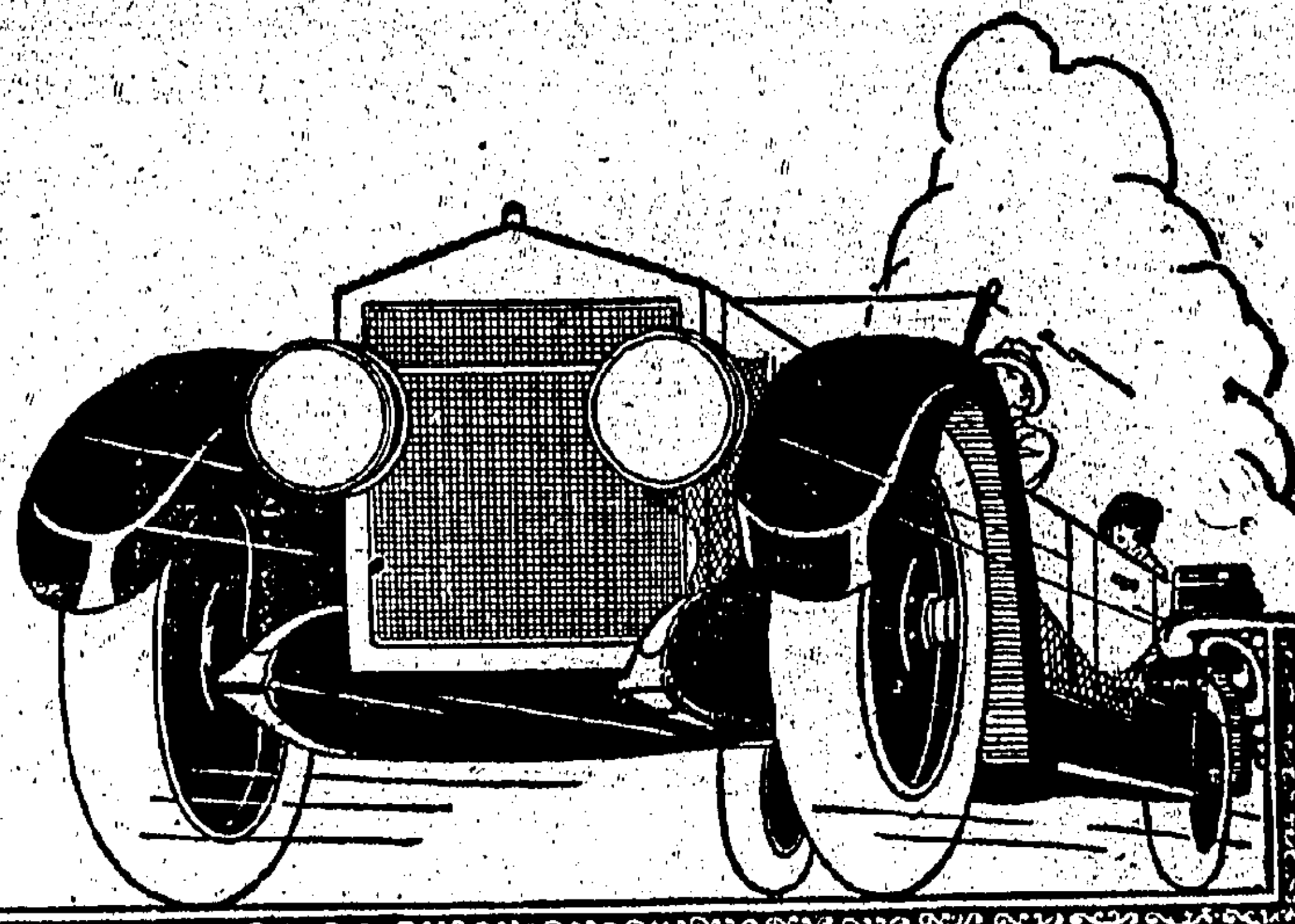
R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 17th. April, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Drive Carefully.

Now that there is a high hoarding round the Pedder Street-Des Voeux Road corner of the Hongkong hotel there ought to be more cars than one generally witnesses exercised by motor driver turning into Pedder Street, and the policemen on traffic regulation duty at the spot ought to be instructed to stop offenders and warn them to proceed at a slower pace. On Thursday morning we witnessed a car, which had come along Des Voeux Road from the westerly direction, turn quickly round the tramway standard to get into Pedder Street, and the car was proceeding so quickly that it was impossible for the driver to make a hug-like turn and it was by the narrowest possible margin that he missed crashing into the corner of the hoarding and, more important, knocking down a Chinese pedestrian who was walking close up to the side of the hoarding. The car was, as it so happens, pulled up in time but the traffic officer who must have seen the incident took no steps to warn the driver, a Chinese, that he ought to take that swing a little slower.

Road Obstruction.

And whilst talking about Pedder Street, there are no bouquets to be handed out to our P. W. D. for the tardy manner in which they have been carrying out the work of laying the big water mains across the Queen's Road entrance. The nature of the work might necessarily prevent undue haste, but it has been patent, even to the most untechnical observer, that the work could have been done much more quickly if there had been a little more concentration of effort. Now that the heavy rains of the past few days have prevented outdoor work it looks as though Pedder Street is going to be closed to through traffic for some little time to come. If there had been a properly organised effort, the work could have been completed while the weather was still fine.

A Good Investment.

It's a wise owner who provides a mackintosh cover for his bonnet in these days of heavy rainfall,

because it is extremely risky to allow large quantities of water to fall on and around the engine. The average bonnet flaps permit a lot of rain water to get in, especially during tropical down-pours, and it streams on to and "sizzles" on the engine top, near to spark plugs and wires, it is liable to run all over the magneto and also to get into the carburetor. The other afternoon an owner-driver, caught out in one of the showers, had a long forced wait all because his car's bonnet was of the extra leaky kind. A waterproof cape is a good, and almost necessary, investment these days.

The New Bus Service.

The new bus service which serves the Causeway Road district will prove of great benefit to people who hitherto have had to rely on rickshaws for transportation. Several important institutions, including the University and the Government Civil Hospital, are now brought within comfortable reach of the city, while the desirability of the Pokfulam locality as a residential district, receives greater support by the solving of the transport problem which has been the stumbling block in the past.

Driving Tuition.

The suggestion put forward by a correspondent that the Automobile Association should consider the question of providing driving tuition for those who desire it, seems to be quite a good one. Without doubt there are people who would take advantage of such a facility, which should assist in swelling the ranks of motorists who have already joined the Association.

Home Licences.

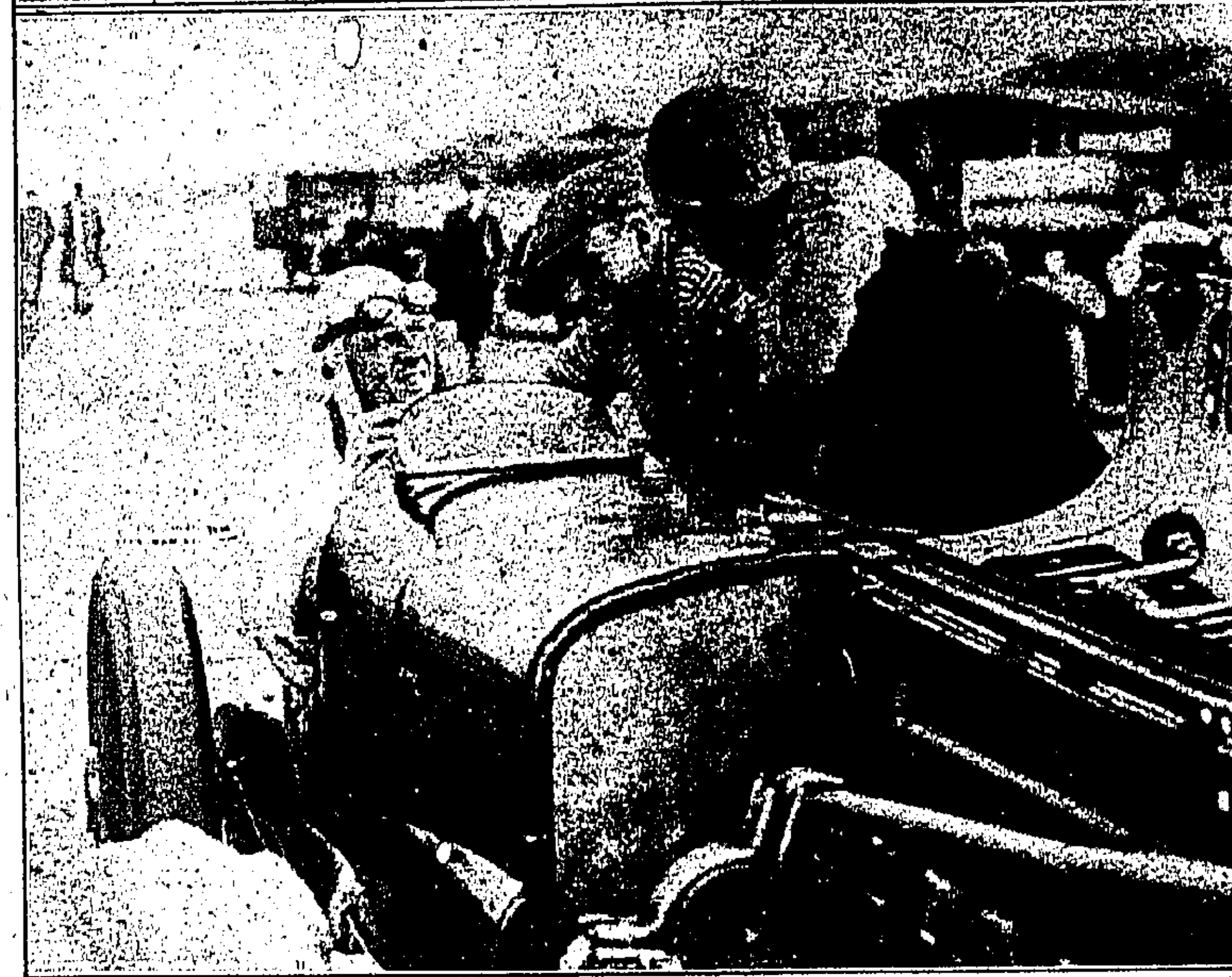
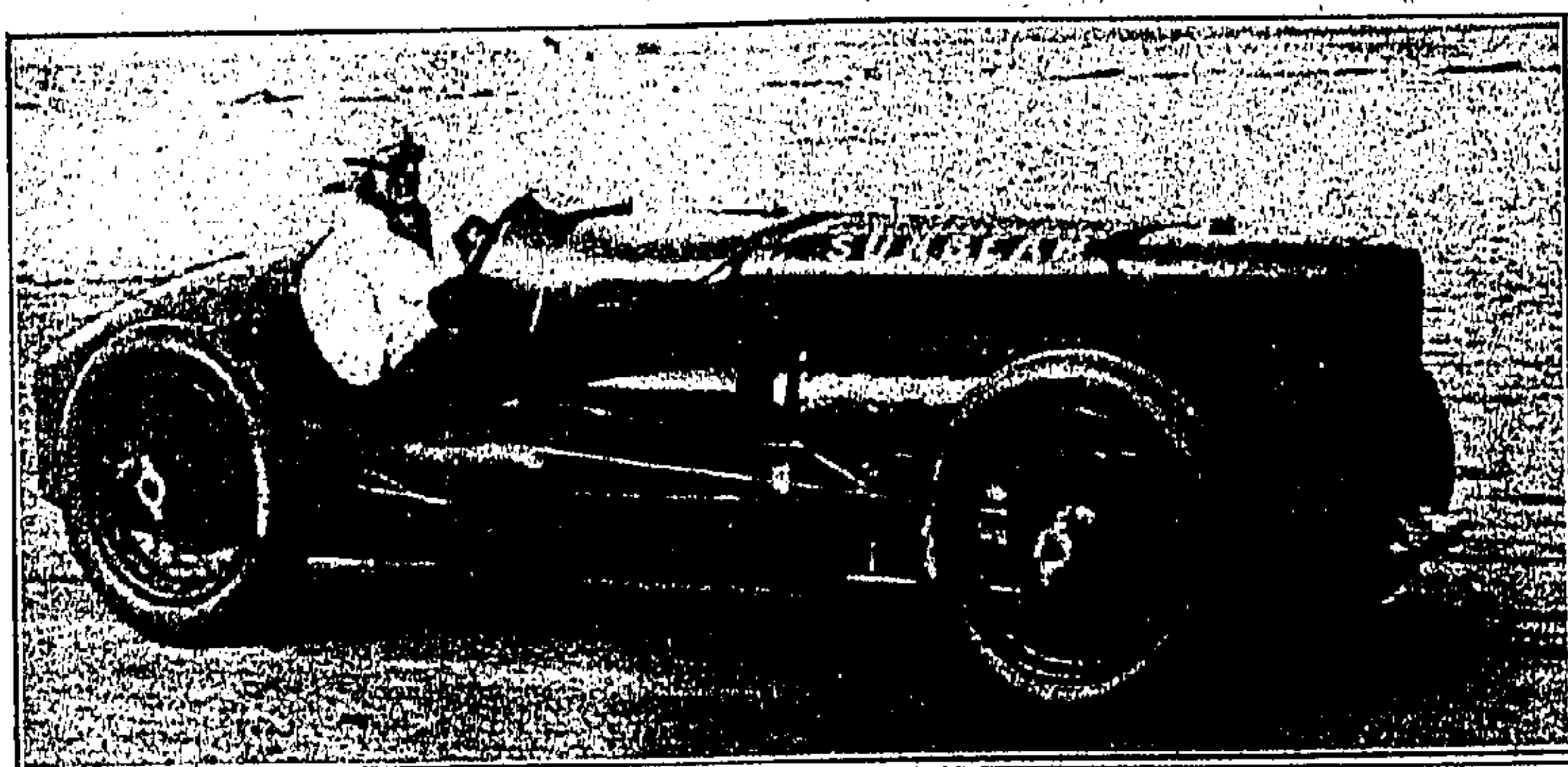
Returns issued by the Minister of Transport of Great Britain show the number of motor licences issued from December 1, 1924, to November 30, 1925, and the tax collected in that period in Great Britain, as returned by the local authorities, together with the aggregate number of licences current on November 30, 1925. The total gross receipts shown in these returns amount to £17,233,238. Rebates allowed in respect of pre-1913 engines in the period amount approximately to £130,000. Approximately £133,000 was refunded in respect of the surrender of 21,872 licences under the Finance Act, 1924, and the gross receipts are subject to further adjustments as regards other funds.

Interesting Figures.

The total number of motor vehicles, excluding trams and trade licences, in respect of which licences were current on November 30, 1925, may be taken as 1,410,000, including 566,000 cars taxed on horsepower; 491,000 cycles; 232,000 commercial goods vehicles; and 84,000 motor hackneys. The average receipt in respect of a whole-year licence was, for cars taxed on horsepower, £15 8s.; for cycles, £2 13s. 6d.; for commercial goods vehicles, £21 1s. 6d.; and for motor hackneys, £31 9s.

A woman motorist claims that she has done 100 miles an hour. No wonder the gloomy deans are complaining that the modern woman is too fast.

SEGRAVE BREAKS THE WORLD'S RECORD WITH SUNBEAM CAR.



Major H. O. D. Segrave broke the world's record for the "flying" kilometre with his 33 h.p. 4 litre motor car on Southport sands. His time was 14.387 seconds or 152.308 m.h.p. Top photo shows Major Segrave speeding along the sands. The lower one shows him chatting with Mrs. Segrave and the Earl of Cottenham before the test.

CEYLON MOTORISTS.

AUTOMOBILE CLUB'S ANNUAL MEETING.

The twenty-first annual general meeting of the Automobile Club of Ceylon was recently held at the Grand Oriental Hotel, Colombo, and was presided over by Col. Higginson. The annual report for the year 1925 stated that the total membership of the Club was nearly 1,200 as against 994 during the preceding year. The year under review marked definite results of much hard work and thought and put the Club in a position to carry on its work more efficiently in the future. To ensure proper consideration of all local questions and the collection and distribution of local information, a system of local representatives was organised and members have agreed to co-operate in that work. It was the ambition of the committee to provide every district with a representative who could keep all members in close touch with Headquarters for the mutual benefit of all. Every assistance was given to members for touring in Europe. The unique privileges accorded to members of the A.C.C. of temporary membership were extensively used and a number of letters were received recording the appreciation of members of the kindness accorded to them by the R.A.C. whilst in Great Britain and Ireland. The financial position of the Club was sound in spite

of the fact that a whole time Secretary with an adequate staff was appointed during the year under report.

The Chairman in moving the adoption of the report dwelt at length on the work done by the Club during an eventful year. He mentioned with pride that the A. C. C. devoted a great deal of interest to the improvement of traffic conditions, irrespective of the fact that all motorists, whether members or not, benefited by these activities and that work was being actively carried on. A great advance in that direction in the encouragement of really good drivers was being attempted by the scheme for registration of members' motor drivers and he hoped that motorists will immensely benefit by it. The report together with the audited statement of accounts for 1925 was then adopted unanimously.

AN OXFORD CAR!

A farmer had come a long way from his farm to the little town in wet weather, says an African paper, and some one inquired how he had managed it.

"Oh, by my motor car."
"What kind of a car have you?"
"An Oxford."
"But you never had an Oxford before."
"Come, I'll show you."
The interested inquirer following him was shown a Ford drawn by four oxen.—*Boston Transcript*.

CORRESPONDENCE.

Sir,—I should like to make a suggestion through the medium of your newspaper, that the H.K.A.A. arrange for driving tuition for residents who, although not yet owning a car, propose to purchase one when home on leave and bring it back with them when they return.

I anticipate adopting this procedure myself, but the only fly in the ointment is that a certain amount of time will necessarily be wasted when I arrive in England, if I am unable to drive. In any case I should like to carry the Hongkong Association's introduction with me, although I should find myself in a somewhat ambiguous position taking a car over which I could not drive.

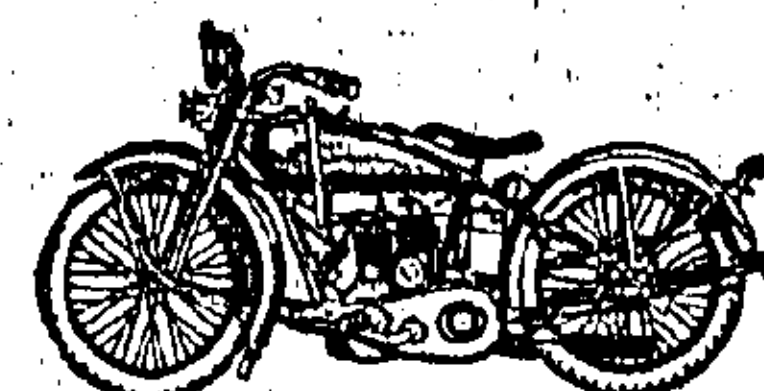
Probably there are others in the Colony who would welcome such a facility.

Thanking you in anticipation of this letter appearing in your Motor Supplement,

Yours etc.
R.F.T.
Hongkong, 14th April.

MODEST START.

The oldest unit in the General Motors manufacturing group in General Motors of Canada, Limited, which had its beginning in a blacksmith shop started by Robert McLaughlin at Enfield, Ont., in 1870.



70-80 SWIFT MILES PER GALLON.

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**HARLEY-DAVIDSON SINGLE CYLINDER
OVERHEAD MOTORS**

Model AAE—Equipped with a hand operated clutch, footrests and speedster type handlebars.
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Mobiloil

Make the chart your guide

Of the many lubricants offered to them, motorists have given their marked preference to but a few—and to those few only because they deserve it.

For many years, motorists have made known their preference. The most striking feature of their choice is the continued preference given to one brand—Gargoyle Mobiloil.

The Vacuum Oil Company feels responsible to you for the performance of Gargoyle Mobiloil. Every man in their great refineries has been inspired with the same uncompromising vigilance; the same devotion to an ideal.

One doesn't have to think very deeply to realize that higher quality comes through the use of better materials, more scientific processes, greater skill, more infinite care in the making. A lubricant can be made poorly or it can be made well, depending upon the standard desired to be attained and the ability of the manufacturer. Nothing is easier than to make a lubricant cheap. There are many factors pertaining to the making of a lubricant that can easily be regulated in the degree of fineness. Some of these factors are technical. They are not always visible to the eye. Often they are beneath the surface. Some of them are scientific. Only the actual experience of using the lubricant reveals the difference in character of service.

Use the grade of Gargoyle Mobiloil specified for your particular make of car in our Recommendation Chart, and you will quickly realize why the vast majority of motorists prefer Gargoyle Mobiloil.

Do not mix Gargoyle Mobiloil with the oil at present in your crankcase. Drain the crankcase while the engine is hot and refill with the Correct Grade of Gargoyle Mobiloil.

VACUUM OIL CO.

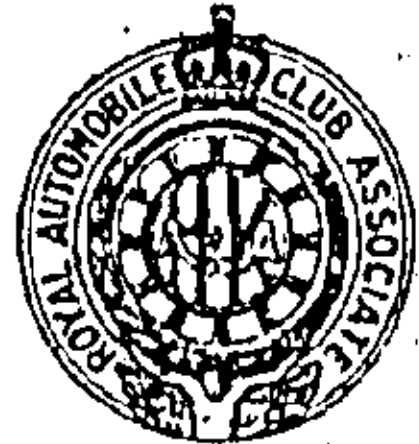
WARNINGS A HELP.

Although there were 76,768 persons arrested and tried in California last year for violations of the state motor vehicle act, practically as many motorists in southern California alone were saved from arrest through timely warnings. These friendly warnings, it is believed, prevented the motor law arrests for 1925 rising to high mark.

SELLS HERSELF OWN CAR.

A Pueblo (Colo.) girl who owned an automobile had the unusual experience of selling the automobile to herself. She was adopted and her name was legally changed. In order to hold title to the machine she had to transfer it by sale to herself from her old name to her new.

JOIN



THE HONGKONG AUTOMOBILE
ASSOCIATION

A Few Advantages:—

- 10% Off Motor Car Insurance
- 5% Off Gasoline Bill
- Free Legal Advice.
- Free Mechanical Advice.
- Associate Membership of the R. A. C. and A. A. London.

All Communications for Membership etc. to

MR. P. M. HODGSON,
Hon. Secretary,

Bank of China Building.

ANNOUNCING

THAT WE HAVE BEEN APPOINTED
SOLE AGENTS FOR THE FAMOUS

Douglas

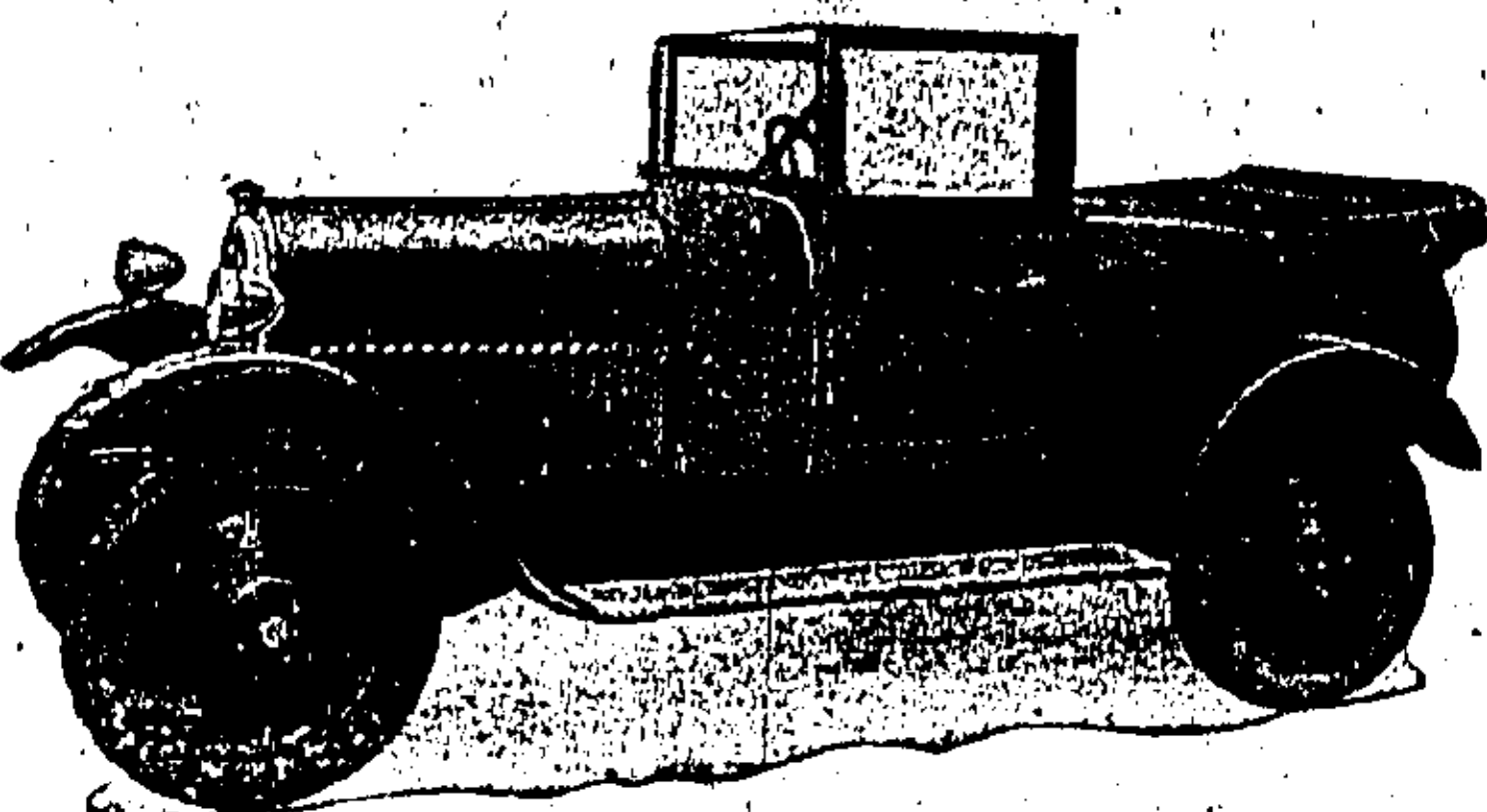
MOTOR CYCLES

Full Particulars Upon Application to

Alex. Ross & Co. (China), Ltd.
BANK OF CHINA BUILDING and 1A, CHATER RD.

G. W. K.

THE EASIEST CAR TO DRIVE



Ideal for Hongkong
10.8 H. P. (Four Seater)
A Gear for Every Gradient
\$1,650 Ready for the Road

Full Particulars from:-

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

RUSSIAN TRIALS.

GRUELLING INTERNATIONAL COMPETITION.

Brief mention has been made of an international endurance contest staged by the Soviet Government to determine what passenger cars and trucks would stand up against the primitive road conditions existing in Russia. Mr. J. G. Shelly who had charge of the Graham Brothers entry returned recently and gives a vivid account of the event.

A Wild Race.

"It was a wild race," said Mr. Shelly "We were to start in the morning and reach a certain control point at night. We were stopped several times in the course of the day in order to keep the whole company together. Each truck had a commander, or representative of the government in charge, who made a record of the truck in which he was riding. The Russians designated the roads as 'paved,' but we would hit holes that would throw all four wheels off the ground."

"Before starting on this trip the trucks were supposed to be prepared and turned over to a technical committee of the Automobile Club of Moscow for comparison and inspection and to note anything new or unusual in automobile and truck construction. They also checked dimensions, which items also were checked after the run, and there was just one point on which there was any variation in our truck with that of the original measurement. That was a spread of about three-sixteenths of an inch between the front tyres. Otherwise the Graham Brothers truck was in perfect condition."

A Fine Showing.

"Our showing came pretty close to being perfect, compared with what happened to some of the others. A German truck had an increased spread between the front tyres of more than an inch. Two Italian trucks went almost completely to pieces. Two Russian trucks had to have new axles when they got back to Moscow."

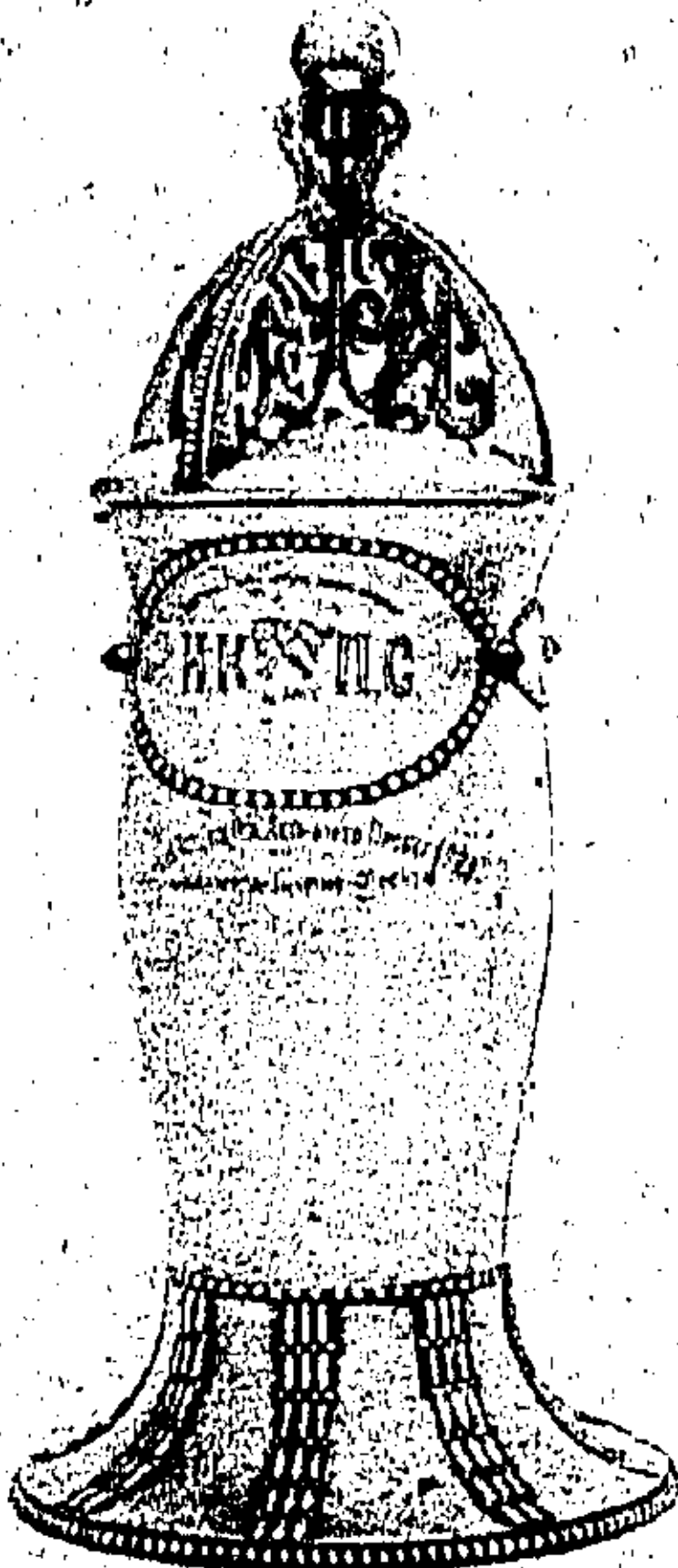
"The test run was 1,300 miles, and we averaged about 26 miles an hour, with a gas mileage of about 10. For economy we equalled the best."

"Any adjustment of a discrepancy incurred a penalty. Each truck was given 200 points to start with. If your steering gear broke your entire 200 points were gone right then, and you were eliminated. The same was true. If the frame cracked. Penalties ranged from the 200 points to 10. This was a good plan, as the Russians wanted to eliminate the trucks that couldn't be operated over their roads. We must give them credit for figuring out a way to find out which were the good trucks. Our only penalty was a 10 for filling the radiator."

"Our start was made with a load of about 3,600 pounds, including parts, spare tyres, 2,200 pounds of sand, and three men. We ran between 750 and 800 miles with the load and then took the load off. The idea of this was to shake the trucks to pieces, if possible, by running them empty over the bumps."

Five in a Bunch.

"It was just one wild race all the way, a case of dog eat dog. For the last sixty miles there were five of us in front, and a blanket 250 feet long would have covered us all. There were the two Russian trucks in the lead, two German trucks and the Graham



Brothers truck. Through a misunderstanding, we had entered only one truck, which automatically eliminated us from a chance to get the grand prize."

"That last sixty miles was the most exciting run I expect ever to make. We were doing from 40 to 45 miles an hour over a frightful road. We were fifth, within a few feet of one of the German trucks which suddenly began to slow up. Within three miles of the finish it had thrown a connecting rod and had to pull out. We swung out and passed at full speed. There was another German truck right behind us that had been trying for miles to get us, and we did not dare to slow down. We tore down a long hill with a sharp curve and a railroad track at the bottom, and that German truck behind us went at least three feet in the air when it hit the track."

"We finished fourth, right on the tailights of the two Russian trucks and the one German car."

"After the long run we had a 'bad roads' contest, a trip around Moscow, they called it. The Russians had picked out the worst roads they could find for this test. There was one particularly bad place. The Russian trucks had been over the route before and knew how to avoid it. We had to get off the road and go over a hill through the woods. This was the slipperiest mud I ever have seen and at one place we had a slant of 40 degrees to one side. Some of the trucks simply couldn't make it. One American truck had to be pulled out. The two Italian trucks were completely done."

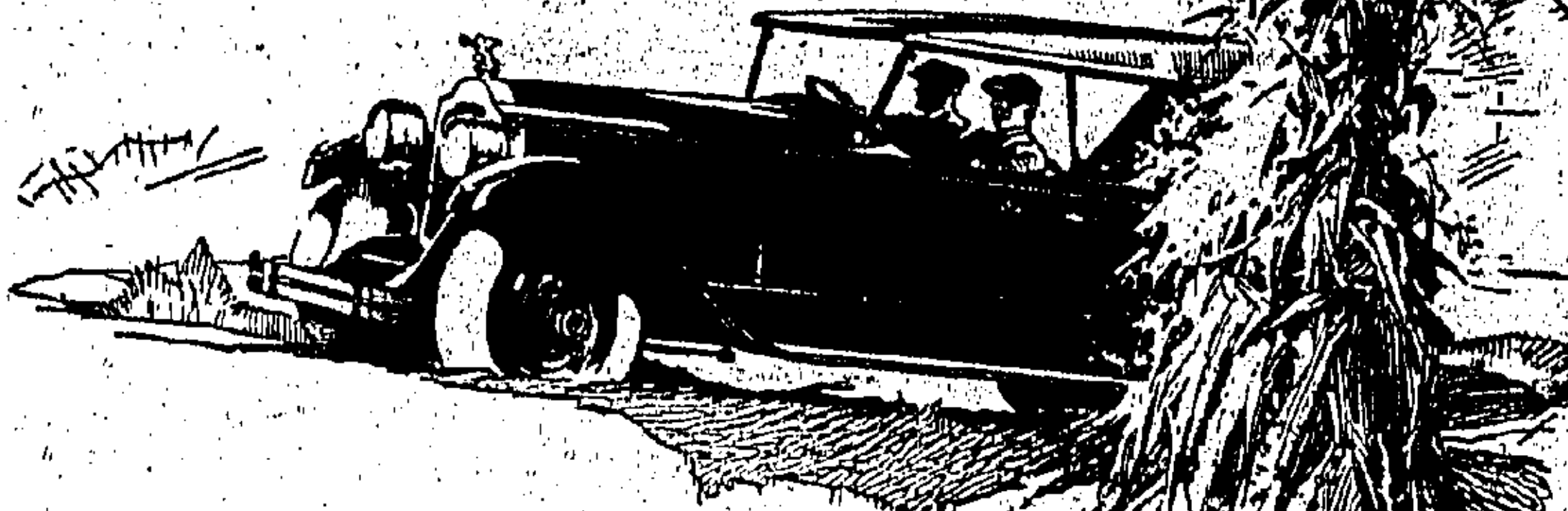
Climbed Heavy Grade.

"Here the Graham Brothers truck certainly showed what it could do. There was a 25 per cent. grade, and we put on our chains and made it with the full load. We did it so nicely the other fellows were spellbound. There was never a better performance than our truck coming up out of that place. From then on our reputation was made. Every time we stopped people would come around and ask questions."

"Although we were not eligible for the prize because we had only one truck entered, a special silver cup was awarded the Graham Brothers truck for ability to pass over bad roads as a result of our performance."

SUPREMACY

Air—Land—Water



PACKARD

THE epochal flights of the United States navy aeroplane PN-9 to Hawaii, and the giant dirigible "Shenandoah" are now history.

The record non-stop, cross-continent run of a Packard Eight, and the winning of the 1925 World's Speed Boat Championship, are also triumphs of the past.

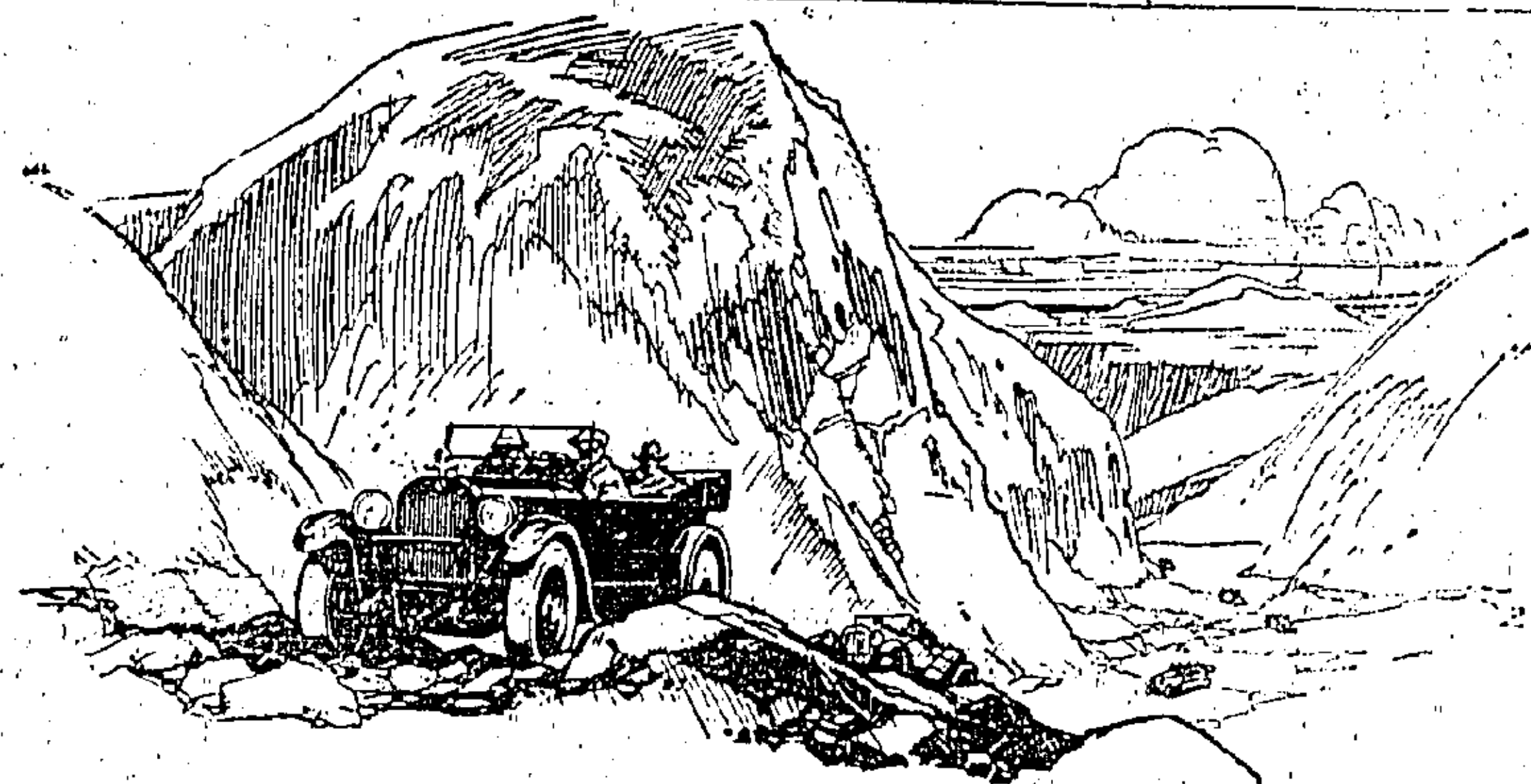
But the engineering and manufacturing genius that made these supreme achievements possible is still at work for Packard owners.

The efficient chassis lubricator, the oil purifying rectifier, and the new type four wheel brakes are recent improvements exclusively enjoyed by Packard buyers.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, Happy Valley.
Tel. C. 1246 or 1247 Hongkong.

ASK THE MAN WHO OWNS ONE



Only Dodge Cars Are Practical in Wild Gobi

Dr. Roy Chapman Andrews, world-famous scientist, is now conducting his fourth expedition into the Gobi Desert in the north of China.

The Gobi Desert is wild, sandy, rocky and roadless—almost impassable, at many points, even to camels to say nothing of motor cars.

On previous trips Dr. Andrews used various well known makes of cars including Dodges. *This year he is using Dodge cars exclusively—one of the most impressive tributes ever paid an automobile.*

"It is the only car that will stand the strain," said Dr. Andrews. "Last year our Dodge cars covered 5,000 roadless miles, without repairs, and at the end of the trip we sold them for more than they cost us. Dodges are now regularly run over desert roads from Kalgan to Urga, a distance of 700 miles. Their stamina is positively remarkable."

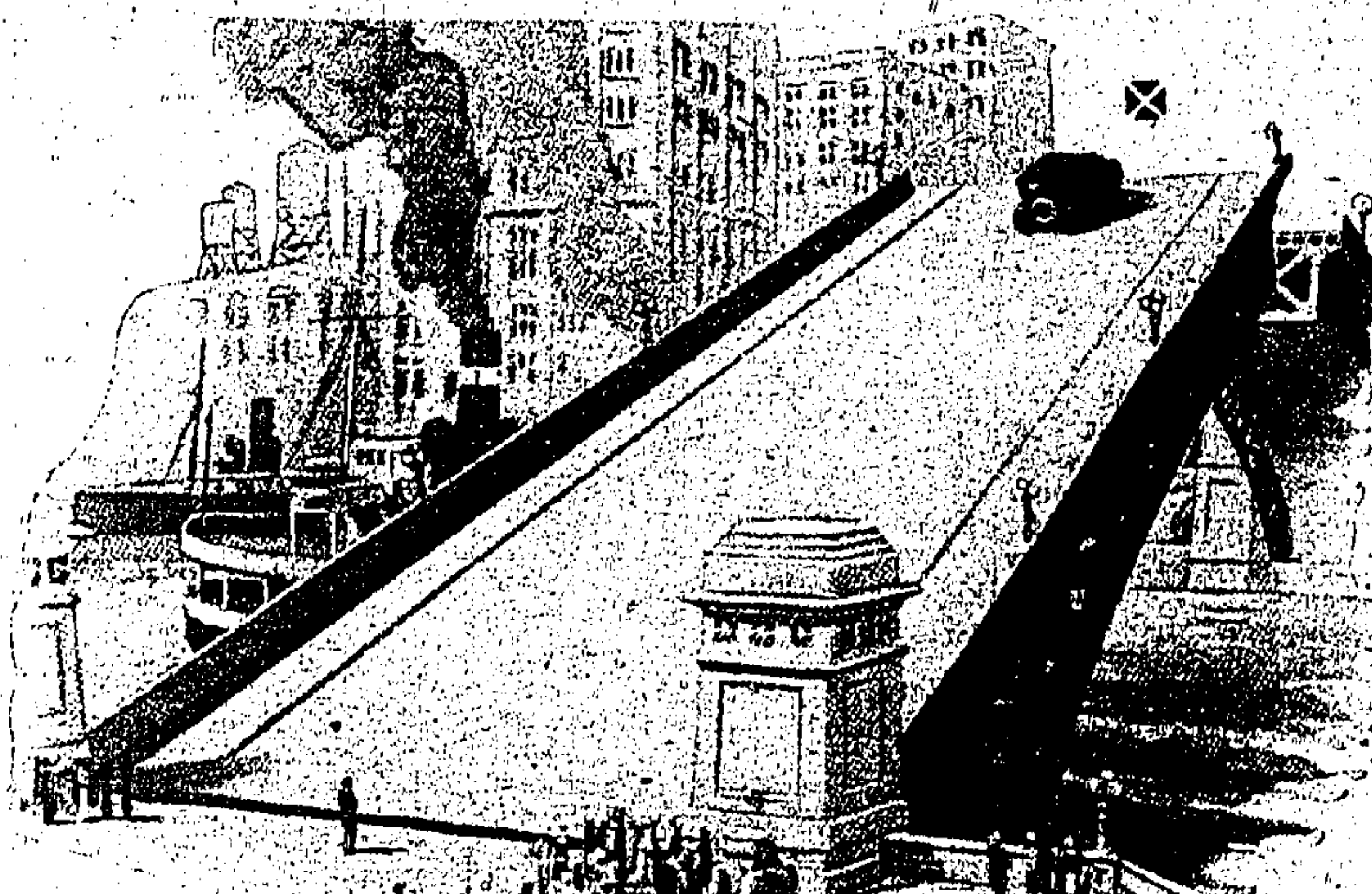
Your nearest Dodge Brothers dealer
can supply the latest low prices

DODGE BROTHERS, INC. DETROIT

The Dragon Motor Car Co., Ltd.

33 Wong Nei Chung Road, Happy Valley
HONG KONG

DODGE BROTHERS MOTOR CARS



Up a 12% Grade in high

Faced by a drawbridge, opened until its roadway presented to you a 12% grade, you would decide immediately that no car on earth could climb such a height in high. Railroad engineering limits its grades to 4%.

But the Better Buick, with its 75 horsepower Valve-in-Head engine, can stop dead still in front of a 12% grade—then start in high gear—and lift itself to the top—gaining speed all the way.

The Better Buick is a remarkable motor car. Its horsepower is only one of the many new features added to the Buick qualities you have known in the past. New reliability is assured by the "Triple Sealed Engine." (Air cleaner, gasoline filter and oil filter). New comfort is found in more spacious, more luxurious body interiors. New smartness is apparent in body profiles and Duco color combinations.

And Buick value leads the world. At its price, this better motor car is the year's most attractive motor car investment.

**THE HONGKONG & KOWLOON TAXI
CAB COMPANY, LIMITED.**

33-35, Des Voeux Road Tel. C. 1030.

the Better Buick

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Suez, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

BRITISH & ORIENTAL PORTWORTHLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
DEVANHA	8,155	17 April noon	M'son, L'don & Antwerp
KALYAN	9,144	20 April noon	M'son, Valen'ia, L'don
AIPORE	5,273	27th April	S'ore, P'ang C'bo & B'bay
MAEDONIA	11,019	1st May	Marseilles & London
KASHGAR	9,105	15th May	Marseilles London
MALWA	10,841	28th May	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, P'yraeus, Smyrna and other Levant Ports. Steamers of the P. & O. Line & S.S. Co.

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
TILAWA	10,600	25th April	S'ore, Penang & Calcutta
SANTHA	7,754	2nd May	S'ore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
ST. ALBANS	4,500	4th May	Manila, Sardakan, Thura
TANDA	6,958	1st June	Island, Townsville, B'bane

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, H'lo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following—
The Union S.S. Co. Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hongkong (about)	Destination
KASHGAR	9,105	18 April 10 a.m.	Shanghai, Moji & Kobe
PERIM	7,648	18 April 6 a.m.	Shanghai & Kobe
TALMA	10,600	20th April	Shanghai, Moji & Kobe
KBYBER	9,114	30th April	Moji Kobe & Yoko

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
CARMARTHENSIRE	18th April	GLENSHIRE	4th May
GLENBEG	19th April	L'don, B'dam & H'burg via Oran	
GLENSIDE	18th May	CARMARTHENSIRE	1st June
GLENTARA	30th May	L'don, B'dam & H'burg via Oran	

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

AGENTS **THE GLEN LINE, LTD.**

Telephone: Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN-ORIENTAL LINE, Ltd.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA, ZAMBOANGA, PORT BANGA AND THURSDAY ISLAND.

Through Bill of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	27th March	23rd April
TAIPING	19th May	25th May
CHANGTE	16th June	22nd June
TAIPING	17th July	23rd July

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE,**
Tel. C. 36. Agents.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong

S.S.	From Hongkong (about)	Destination
S.S. "LANGTON HALL"	via Suez Canal .. 23rd April	
S.S. "LIOMED"	via Suez Canal .. 7th May	
S.S. "ATREUS"	via Suez Canal .. 21st May	
S.S. "NINGCHOW"	via Suez Canal .. 4th June	

Please delay vessels that have sailed from our Advertisement.
Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE & THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON. **JARDINE MATHESON & Co. Ltd. CANTON.**

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
SHINYO MARU ... Wednesday, 21st Apr.
SIBERIA MARU (Omit Honolulu) ... Tuesday, 4th May.
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama

ANYO MARU ... Tuesday, 20th Apr.
BOKUYO MARU ... Saturday, 29th May.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.
HAKUSAN MARU ... Saturday, 24th Apr.
KITANO MARU ... Saturday, 8th May.
HARUKA MARU ... Saturday, 22nd May.
SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 21st Apr.
MISHIMA MARU ... Wednesday, 19th May.
NEW YORK and/or BOSTON via PANAMA

TUYAMA MARU ... Monday, 19th Apr.
TOKIMA MARU ... Tuesday, 11th May.
BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... Wednesday, 28th Apr.
BOMBAY via Singapore & Colombo.

TAMBA MARU ... Friday, 16th Apr.
MUI ORAN MARU ... Friday, 30th Apr.

CALCUTTA via Singapore, Penang & Rangoon.

MCJI MARU ... Sunday, 18th Apr.
HAKATA MARU ... Friday, 30th Apr.

NAGASAKI, KOBE & YOKOHAMA.

YISHIMA MARU ... Friday, 23rd Apr.

SHANGHAI, KOBE & YOKOHAMA.

DELAGOA MARU ... Sunday, 18th Apr.

KAMO MARU ... Tuesday, 20th Apr.

NAGANO MARU ... Tuesday, 22nd Apr.

OSAKA MARU ... Tuesday, 27th Apr.

For further information apply to—
Tel. Central Nos. 292, 293 & 2422.

NIPPON YUSEN KAISHA,

S. KINOSHITA, Manager.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOWES CASTLE" on or about 19th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT

SERVICE FOR BRINDISI, VENICE

AND TRIESTE (FIUME)

TAKING CARGO ON THROUGH BILL OF LADING

TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK

SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI

VENICE OR TRIESTE.

"A" Class £72. 10. 0d. "B" Class £66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "FIUME-L" ... Sails about 16th Apr.

M.V. "VIMINALE" ... Sails about 5th May.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME-L" ... Sails about 1st May.

M.V. "VIMINALE" ... Sails about 31st May.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta 30th June.

S.S. "UMSINGA" ... Sails from Colombo 12th July.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030 Agents.

**SERVICES CONTRACTUELS**

Mail Steamer	Next Sailing from Marseilles	Prob. arr. at Hongkong	Prob. Sailing from Hongkong
AMBOISE			27th Apr.
ANGERS			11th May
AMAZONE	26th Mar.	27th Apr.	25th May
D'ARTAGNAN	9th Apr.	11th May	8th June
ANGKOR	25th Apr.	25th May	22nd June
POR HES	7th May	8th June	6th July
ANDRE LEBON	21st May	22nd June	20th July

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and free Doctors' attendance)
A Class 1st Class £85.0.0 B. Class 1st Class £83.0.0
Steamers 2nd Class £68.0.0 Steamers 2nd Class £60.0.0

Through Tickets to London and Landing Towns of Europe

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BOATS)

S.S. YANG-TSE from Dunkirk, L'don, Havre is due to

arrive about 19th April

For full particulars apply to **Messageries Maritimes Co.**

4 Queen's Building.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON, MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSIONS—On SUNDAY 18th Instant
s.s. "TAISHAN" will leave Hongkong at 9 A.M. from
Company's Wing Lok Street Wharf, and return from
Macao at 4 P.M.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "LANGTON HALL" via Suez Canal 23rd Apr.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing from Hongkong.

M.V. "FORRESEBANK" via Suez Canal 5th May.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT "ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF VALENCIA" 23rd April.

For Marseilles, Havre, London, Rotterdam & Hamburg.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "SURAT" Middle April.

Loading for Mauritius, Delagoa Bay, Durban, East-London,

Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quillimane, Ibo,

Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar,

Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis

Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City

of Palermo" or "Malatian" to Java, Freemantle, Adelaide,

Melbourne and Sydney, and Vice Versa. Through Freight

and Passenger bookings from Hongkong in conjunction

with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to—

THE BANK LINE LTD.

Telephone C. 4791.

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,

BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY ... 23rd Mar.

LEGAZPI ... 14th May

C. LOPEZ Y LOPEZ ... 5th July

YOKOHAMA, KOBE, MOJI & SHANGHAI

ISLA DE PANAY ... 8th Mar.

LEGAZPI ... 29th April

C. LOPEZ Y LOPEZ ... 20th June

The steamers of this Company are all classed 100 A1 at Lloyd's

and are fitted with every modern convenience for comfort and safety

of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply—

ROTELHO BROS.

Tel. 1851. Alexandra Buildings, Hongkong.

O. D. FABRITTO, Ltd., 22, Central Avenue, Canton.

ASAHI BEER

BREWED BY

DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG

**CONSIGNEES.**

LLOYD TRIESTINO NAVIGATION CO.

NOTICE TO CONSIGNEES

The Steamship "FIUME-L"

From Trieste, Venice, Brindisi,

Karachi, Port Said, Massowah,

Aden, Colombo, Penang

and Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, whence at d/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 15th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 1st prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 10 a.m. by our surveyors Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & Co., Ltd.,

Agents.

S. S. "ANGERS"

SERVICES CONTRACTUELS

DES MESSAGERIES

MARITIMES.

Consignees of Cargo from

MARSEILLES &c.



18 K 15 jewels
\$40.00

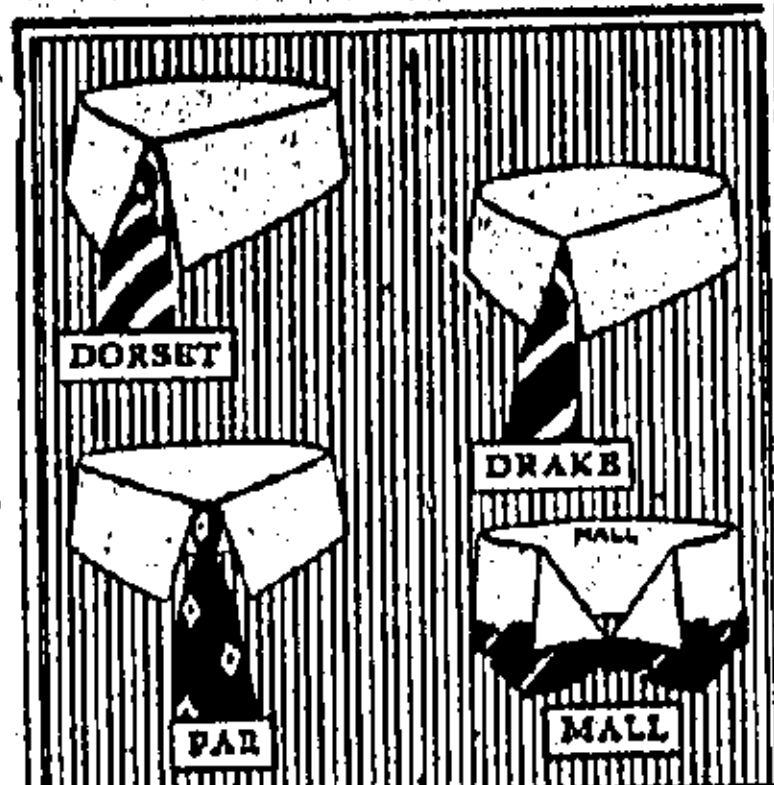
Guarantee: 10 years
BUY your WATCH
from a
WATCH MAKER

We have our own Watch
Factory in Switzerland
(Chaux-de-Fonds)

WE OFFER YOU TO-
DAY Reliable Watches
AT WHOLESALE
PRICE Direct from the
Factory

The GUARANTEE we
give with each watch,
means that the watch
bought from us in Hong-
kong, will be repaired
free of charge by any of
our Branches: HONGKONG,
SHANGHAI, TIEN-
TSIN, PEKING, HAN-
KOW, THE FACTORY
AND THE PARIS
OFFICE, during the time
stated on the Guarantee-
paper, for any defect of
fabrication.

J. ULLMANN & CO.



ARROW
COLLARS
AFTER all there
is nothing more
comfortable
than the cool,
clean feel of the
Arrow Starched
Collar

These are made in
quarter sizes to in-
sure perfect fit

SOLD AT THE BEST SHOPS

Before You Advertise
DISCOVER WHICH
NEWSPAPER
Your Friends Read

HOTELS.

THE
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HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL, PALACE HOTEL;
KALEE HOTEL, MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS,
LIMITED.

In association with the Grand Hotel,
Des Wagons Lits, Peking.

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THE PREMIER HOTEL IN KOWLOON.
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PERCY FRANKLIN**, at 11, Ice House Street, in the City of
Victoria, Hongkong.

THE EMIGRANT.

(Continued from Page 1.)

and came back a millionaire, but
with a smile the official remarked
that he had known no instance of
such a remarkable transformation
in the fortunes of the class of
emigrants passing through his
hands.

It was truer, said our informant,
to speak of the hardships and ad-
versities which the coolie emigrant
has to undergo; of the slight but
to him potential interests which
have to be guarded for him against
encroachments by dishonest em-
ployers; and of the small savings,
accumulating only a few dollars at
a time, assiduously sent back to
the wife and family left in his na-
tive hamlet. Family claims have
first consideration with these sim-
ple, hardworking and hardworked
emigrants. If they had found it
necessary to go far abroad to earn a
means of subsistence for them-
selves and for those dependent on
them; it was often, because of
flooded fields and war-devastated
areas.

Exposed to every adversity, save
such as could be guarded against
by a benevolent Government de-
partment, the indentured labourers
have not been immune from the
rapacity of their fellow-creatures.
These are the "sharks" who have
been known to intercept the unem-
ployed on their arrival in the Co-
lony, and lodge them in doubtful
boarding houses gratuitously un-
till employment has been secured
for them, when it is made clear
that for these incidental expenses,
plus the necessary commission,
they are expected to turn over part
of their prospective wages to their
"protectors." A constant care of
the authorities has been to guard
the emigrant against these abuses,
but very often has it been found
that a substantial portion of a
man's wages have been irretriev-
ably mortgaged to some rogue be-
fore he has even started earning
it.

According as the demand for
labour exists, no place is too far
for these workers to go afield.
They go to Calcutta, Bombay
and other parts of India, the
Straits Settlements, Dutch East
Indies, Borneo, and South Sea
Islands, and some 90 per cent.
now-a-days take their families with
them.

SUGAR RESTRICTION.

NEWSPAPER TWISTS MR.
HOOVER.

New York, April 16.
A neatly worded attack on Mr.
Hoover appears in the *New York
World*, which, in a leader headed
"Bad in Malaya—Fine in Cuba"
draws attention to the Cuban
Government's action in curtailing
the production of sugar for the
next two years. The newspaper
points out that the action is in ac-
cordance with advice which Ho-
over gave that Government three
years ago, and is a contrast action
with Hoover's "righteous indignation"
when he condemned Govern-
mental control of British rubber.
It asks if Cuba is right in doing
sugar what Britain was wrong in
doing with rubber, and, if so, why?
It further asks: Can it be that the
methods which Hoover calls inde-
fensible in Malaya are all right
in Cuba when they work out
to our own advantage.
—*Reuter's American Service.*

Mr. Ramsay MacDonald
M. P., in *Forward*, says the "open
expression of a little heresy is
less dangerous to the party and to
Socialism than the panic mind
of a primitive tribe." The
practical value to the Socialist
movement of this school was
shown in pathetic nakedness
when, challenged to say what it
would do if called to take office
after an election which returned
it in a minority, it replied through
the *New Leader* that it would
bring in a Bill embodying the
Socialist community, and on its
defeat have another election! "If
that is really the only alternative,
I am not at all sure but that a
Labour-Liberal alliance may
bring Socialism more quickly.
Of course, it is not the alterna-
tive. Some of us are not playing
at Socialism and politics. The
danger lies in attempts to sup-
press inquiring hereby by
incompetent folly."

PASSENGERS.

DEPARTED.

Per Empress of Australia for Van-
couver via ports, April 16: Capt. C.
Alexander, Miss Ab. Gow, Mr. J. P.
Bridger, Miss E. K. Butler, Mr. M. F.
Baptista, Mr. A. E. Bassell, Miss E. T.
Brown, Miss M. Brown, Mr. and Mrs.
Barreira, Miss F. M. Barreira, Master
M. J. Barreira, Mrs. Banaam, Mr.
L. J. Boyle, Mr. and Mrs. W. Cotton,
Master W. Cotton, Mr. Cramer, Mr.
E. Clever, Mr. Chung Man-hing, Mr.
and Mrs. Allan Cameron, Mr. Cham
Chio, Miss M. Costa, Mr. Cheung
Chee-tong, Mr. Ching Yet-sung, Mr.
Cheung San-pang, Mrs. Chan Lung-
ze, Mrs. Chan Lau-ze, Mrs. Chan
Ho-ze, Master Chan Jan-ming, Mrs.
Clark and family, Mrs. How, Moy-
Chong, Miss E. Dawson, Mr. Leon
Deyfus, Miss E. Dreyfus, Mrs.
Dean Dreyfus, Mr. and Mrs. A. F.
Dosterhoff, Master W. E. Dosterhoff,
Mr. A. C. Dickson, Miss M. Elliot,
Mr. S. Forsyth, Mr. and Mrs. J. A.
Forrester, Mr. Gill, Mr. and Mrs.
L. S. Greenhill and family, Mrs. G.
Grimble, Mr. and Mrs. J. M. Gutier-
rez, Miss Maria Gutierrez, Miss Gub-
ber, Col. and Mrs. Griffin, Mrs. A.
Gomes, Mrs. E. Guerreiro, Mr. and
Mrs. G. Harman, Mr. H. T. Hunger-
ford, Mr. G. R. Howorth, Mr. Pang
Ho, Mr. B. Hyde Lay, Master D.
Hyde Lay, Mr. Fong Ngai Hom, Mr.
R. J. Hall, Mr. W. Halsall, Mr. and
Mrs. B. W. Horne, Miss H. H. Sui-
ho, Mr. F. S. Harrop, Mr. and Mrs.
Harvey, Miss Edith M. Hill, Mr.
E. C. Jahour, Sir J. Jamieson, Mrs.
L. E. Judd, Mr. K. F. Jefferys, Mrs.
F. Jessall, Mr. T. E. Jones, Mr. and
Mrs. Kwok, Mr. and Mrs. C. M. Kolb,
Mr. and Mrs. M. K. Khan and infant,
Mr. H. C. Kan, Mrs. Kan Pun-ze,
Mrs. L. C. Kong, Master Kong Wai-
ze, Mrs. C. M. Kan, Mr. and Mrs. G. M.
Kan, Mr. and Mrs. Leon Lambert,
Dr. and Mrs. G. W. Leavell, Miss
Leavell, Mrs. D. J. Lewis, Mr. C.
Litta, Miss Emily Low, Mr. and Mrs.
Li Chai-tong and son, Mrs. Li Man-
si, Miss Li King-chi, Miss Lo Po Lin,
Mr. W. S. Lun, Mr. and Mrs. Li Chi-
nong, Mr. A. C. Loftis, Mr. and Mrs.
L. S. Lau, Mr. B. L. Lee, Mr. Cy Lum,
Mr. Low Wing-zuan, Mr. L. De Leon,
Miss L. De Leon, Mr. Lai To-kun,
Miss A. Lalloz, Mrs. Tang Ah Luk,
Mrs. L. E. Luck, Master R. Luck, Mr.
C. Lyen, Mr. Li Pu-sam, Mrs. M.
Lyen, Miss A. Lyen, Mr. A. Lyen,
MacGowan, Miss M. Maier, Mr.
and Mrs. B. J. McDermont
and infant, Mr. P. W. Ma, Mrs. D.
M. Monaghan, Mr. and Mrs. H. S.
Margetta, Mr. S. H. Michael, Mr.
A. P. Miller, Mr. A. Mathieson, Mr.
Marcel, Miss L. Mogensen, Miss
Munro, Rev. P. W. O'Connor, Mr.
Chin Ong, Mrs. Parker, Mr. J. W.
Parsons, Mrs. D. M. Nissin, Mr. and
Mrs. Partridge, Mr. Pang, Mr. F. P.
Pratt, Mr. A. Potta, Mr. W. S. Pang,
Mr. W. M. Peters, Mr. G. B. Patil-
son, Mr. G. B. Patilison, Jr., Miss M.
Perpetuo, Mr. Taze-Ec-Pun, Mr. Pang

UNSAVOURY REPORTS.

PUBLICATION TO BE FORBIDDEN.

London, April 16.
The House of Commons, by 222
votes to 8 has agreed to the second
reading of the "Judicial Proceed-
ings (Regulation of Reports)" Bill.
This is a private measure which
the Government supported to for-
bid the publication of details cal-
culated to injure public morals and
only the salient particulars of
divorce and similar proceedings
will be permitted. The penalty is
imprisonment not exceeding three
months, or a fine not ex-
ceeding £500, or both.
Reuter.

Kut-on, Mr. B. Potherham, Mr. A.
Ramsay, Mr. and Mrs. J. R. Rowns
and child, Mr. and Mrs. E. Raymond,
Mr. R. R. Roxburgh, Mrs. T. J.
Rodrigues, Miss O. Rodrigues, Miss I.
Raymond, Rev. and Mrs. F. B.
Rhenstrom, Mr. Robertson, Mr.
W. Robertson, Mr. L. L. Sander-
cock, Mr. and Mrs. A. L.
Shields, Mr. A. Smith, Mr. Tai
Sung-ling, Col. and Mrs. C. M. Stephen,
Mr. and Mrs. G. E. Sokolsky, Sir
Shou-son and Lady Chow, Mr. A. N.
Spencer, Mr. C. W. Skeet, Mr. Grant
Swanby, Mr. F. W. Shan, Mr. S. A.
Santos, Mr. G. Shildkret, Mr. S. Son
Kwai-hang, Mrs. Fung Shue, Miss
Chuck She, Mr. Stubbis, Mr. and Mrs.
Sutherland, Dr. Sir Eric and Lady,
Stuart Taylor, Master L. Stuart Tay-
lor, Master R. Stuart Taylor, Mr. and
Mrs. A. Tomkins, Mr. Tong Hee-mun,
Miss A. Vicky, Mrs. E. E. Watson
and children, Mrs. W. Wilkinson,
Father J. A. Walsh, Miss M. Wil-
liams, Miss S. Wall, Mr. H. J. Wal-
lem, Mrs. M. B. Waples, Mr. Joseph
Pong, Mr. and Mrs. G. A. Wood, Mr.
D. Yates, Mr. and Mrs. M. Zobel.
Per President Pierce for Manila.
April 16.—Miss Ruth Simpson, Mr.
W. W. A. Whyte, Miss Jessie Thomp-
son, Mrs. Leslie E. Arvidson, Mr.
and Mrs. A. R. Pottier, Mrs. Basilia
Cocal, Miss E. Cocal, Miss M. Cocal,
Miss E. Myrick, Mrs. M. E.
Linn, Mrs. Long Wong-shi,
Mrs. Yiong Cuan, Mr. George Lo,
Dr. and Mrs. Edgar D. Congdon,
Master E. D. Congdon, Miss E. E.
Congdon, Dr. C. Y. Ford, Mrs. Carl
Foss, Mr. Carl Foss, Mr. Go You-lan,
Mrs. H. B. Lockwood, Mr. W. P. Mur-
phy, Miss S. McKee, Miss C.
Nathorst, Miss Gladys Murphy, Miss
Lillian Johnson, Mrs. G. T. Nathorst,
Mrs. J. J. Patty, Mr. J. J. Patty, Mr.
and Mrs. Louis Rifkin, Miss L. Rifkin,
Mr. T. E. Stealey, Mr. John Ward,
Miss Bertha Withers, Mr. C. Zoum-
meroff, Mr. Keith Koons and Miss
Mary Cameron.

POST OFFICE NOTICE.

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COUNTER in the MAIN HALL of the G.P.O. and at the RADIO TELE-
GRAPH OFFICE 3rd floor, GOVERNMENT BUILDING.

From	INWARD MAILS.	Per	Due.
Europe via Suez (Letters and Papers London 16th March & Parcels 11th March)	Kashgar	April 17.	
Straits	Linan	April 17.	
Shanghai	Hosang	April 19.	
Shanghai	Lucho	April 19.	
Canada, U.S.A., Japan and Shanghai	Emp. of Asia	April 21.	
Manila	Pres. McKinley	April 21.	
Australia and Manila	Mishima Maru	April 22.	
Manila	Pres. Pierce	April 23.	
Manila	Emp. of Asia	April 27.	

For	OUTWARD MAILS.	Per	Date.
Shanghai	Sunning	Sat., April 17.	2.30 p.m.
Wenhuiwei	Kueichow	Sat., Apr. 17.	2.30 p.m.
Bangkok	Chinbua	Sat., Apr. 17.	2.30 p.m.
Saigon	Wonghekkung	Wed., Apr. 17.	2.30 p.m.
Formosa	Tone Maru	Sat., Apr. 17.	4 p.m.
Shanghai, Japan, and Europe via Siberia (Letters and postcards specially superscribed "via Siberia" only)	Kashgar	Sun., April 18.	9.30 a.m.
Swatow, Amoy and Formosa	Kaijo Maru	Sun., Apr. 18.	9 a.m.
Shanghai	Carmarthenshire	Sun., Apr. 18.	9 a.m.
Japan	Polyphemus	Mon., April 19.	10.30 a.m.
Amoy	Tijihiwong	Mon., Apr. 19.	10.30 a.m.
Amoy	Chennan	Mon., Apr. 19.	5 p.m.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Parcels	15th, 5 p.m.	
	Kalyan	Tues., April 20.	
	Registration	9.45 a.m.	
	Letters	10.30 a.m.	
	(Due Marseilles, 19th May).		

Shanghai, Japan, "Europe via Siberia (Letters and Post Cards specially superscribed via "Siberia" only.)"	Kamo Maru	Tues., Apr. 20.	10 a.m.
Bangkok	Hopsang	Tues., April 20.	12.30 p.m.
Amoy	Hosang	Tues., April 20.	5 p.m.
Manila, Australia and New Zealand via Thursday Island	Aki Maru	Wed., April 21.	
	Registration	9.45 a.m.	
	Letters	10.30 a.m.	
	(Due Thursday Island 3rd May).		

Shanghai	Yaching	Wed., Apr. 21.	10.30 a.m.
Shanghai, Japan and Honolulu	Shinyo Maru	Wed., Apr. 21.	10.30 a.m.
Manila	Empress of Asia	Thurs., Apr. 22.	8.30 p.m.
Hoihow and Haiphong	Leesang	Fri., April 23.	8.30 a.m.
Swatow, Amoy and Formosa	Kotau Maru	Thurs., Apr. 22.	8.30 a.m.
Hoihow and Haiphong	Taming	Thurs., Apr. 22.	8.30 a.m.
Shanghai, Japan, Canada, U.S.A., C. and S. America and "Europe via Victoria, B.C."	Pres. McKinley	Thurs., Apr. 22.	
	Parcels	Noon.	
	Registration	2.45 p.m.	
	Letters	3.30 p.m.	
	(Due Victoria, B.C. 11th May).		

Entertainments.



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A VOCAL AND INSTRUMENTAL

CONCERT

under the auspices of

THE SOCIETY OF ST. GEORGE'S

Members can book seats at Moutrie's on and after
Saturday.

Japan and Honolulu	Anjo Maru	Thurs., Apr. 22.	1.30 p.m.
Japan	Mishima Maru	Fri., Apr. 23.	9.30 a.m.
Manila, Australia and New Zealand via Thursday Island	Changto	Fri., April 23.	
	Parcels	9 a.m.	
	Registration	9.45 a.m.	
	Letters	10.30 a.m.	
	(Due Marseilles 28th May).		
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and Europe via Marseilles	Hakusan Maru	Sat., April 24.	
	Registration	9.45 a.m.	
	Letters	10.30 a.m.	
	(Due Marseilles 28th May).		
Japan	Laisang	Mon., April 26.	5 p.m.
Japan	Suisang	Tues., Apr. 27.	10.30 a.m.
Straits and Calcutta	Kutsang	Thurs., April 29.	Noon.
	Parcels	4 p.m.	
	Letters		
Shanghai, Japan, Canada, U.S.A., C. and S. America and "Europe via Vancouver, B.C."	Emp. of Asia	Fri., Apr. 30.	
	Parcels	9 a.m.	
	Registration	9.15 a.m.	
	Letters	10 a.m.	
	(Due Vancouver, B.C. 17th May).		

*Correspondence bearing vessel's name only.